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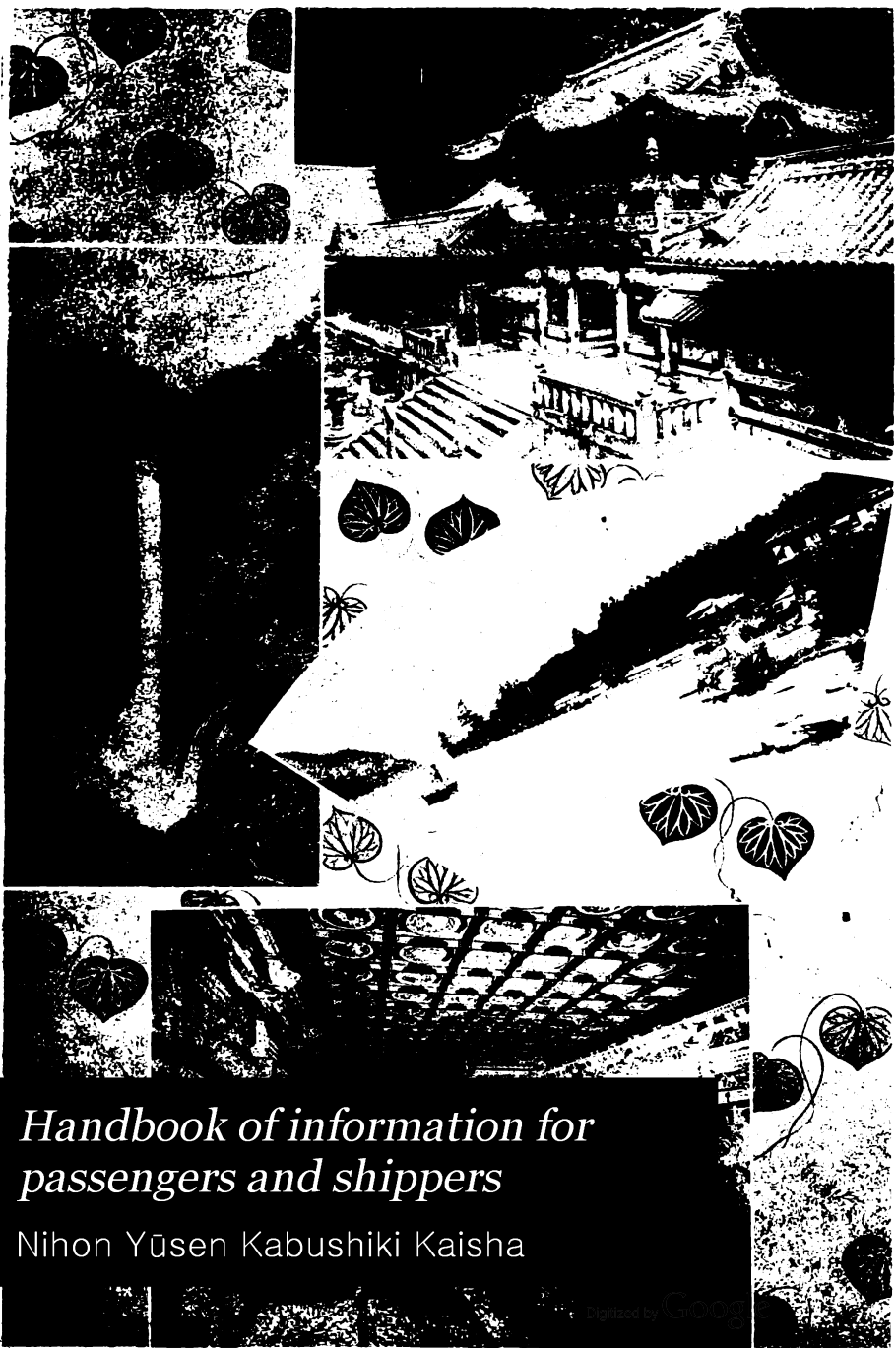
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*Handbook of information for  
passengers and shippers*

Nihon Yūsen Kabushiki Kaisha

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# HANDBOOK OF INFORMATION

FOR

PASSENGERS AND SHIPPERS

BY

the *Steamers of the*

*Nippon Yusen Kaisha.*

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HEAD OFFICE TELEPHONE

No. 167.

No. 1551.



TELEGRAPHIC ADDRESS.

Morioka,

TOKYO.

# HANDBOOK OF INFORMATION

FOR

PASSENGERS AND SHIPPERS

BY

the Steamers of the

**Nippon Yusen Kaisha.**

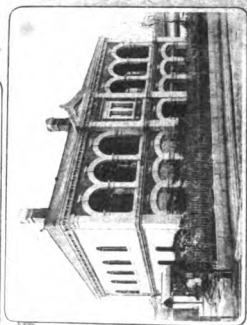
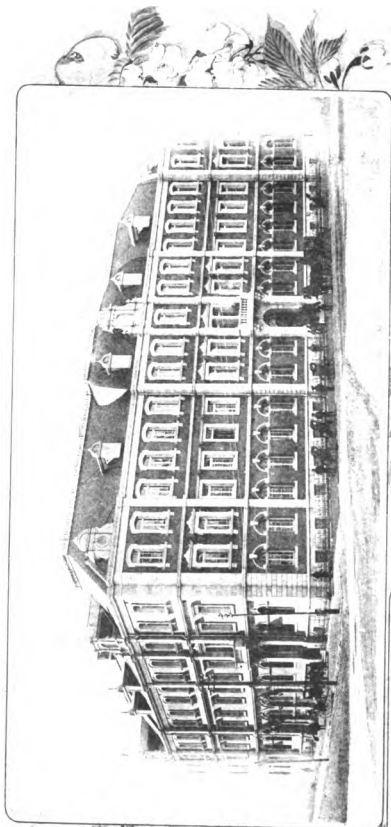
29th year of Meiji.

(1896.)



KD 3323

N. Y. K. HEAD OFFICE, TOKYO.



N. Y. K. KOBE BRANCH.

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Dr. Ernest G. Steadman

# Nippon Yusen Kaisha.

## (The Japan Mail Steamship Company.)

CAPITAL ..... 22,000,000 YEN.

---

 THE story of the Japan Mail Steamship Company is the story of maritime enterprise in modern Japan. The Company had its origin some thirty years ago, when half a dozen vessels, acquired originally by the feudal chief of Tosa, were transferred by him to Mr. Iwasaki Yataro, an eminently capable official of that clan. Owing to the restrictive policy pursued by the Tokugawa Regency during two and a half centuries, the Japanese, on the threshold of general foreign intercourse, found themselves without any knowledge of navigation and without any sea-going ships. The latter defect was easily remedied, in part, at any rate; the former proved much more embarrassing. When Mr. Iwasaki, organizing the Mitsu Bishi (three diamond) Company, made arrangements to employ in the coastwise carrying trade the six or seven steamers acquired as above stated, it seemed scarcely possible that an enterprise commenced under such conditions could be successful. A few years later, the country found itself confronted by the necessity of despatching a military expedition to Formosa. Already, in connection with the abolition of

feudalism and the centralization of administrative power, the Government had taken over, among the assets of the various fiefs, a number of foreign-built vessels, some steamers, some sailing ships. These were at first employed, under official control, for mail-carrying purposes, but subsequently, after the Formosan expedition had afforded clear evidence of the country's needs, as well as of the excellent organization of the Mitsu Bishi Company and its capacity for national usefulness, the Government not only handed over its own vessels to that company, but also assisted it to buy out the Yokohama-Shanghai service of the Pacific Mail S. S. Company, and to acquire the steamers hitherto employed in that service. Thus the Company, which, in 1870, possessed only three steamers of over a thousand tons burden, found itself owner of twelve such steamers in 1876. The fleet of the Company stood thus in the latter year:—

Sailing vessels	...	...	...	...	...	6
Steamers of less than 100 tons burden	...	...	...	...	...	2
Do.    "    "    "    500	"	"	"	...	...	14
Do.    "    "    "    1,000	"	"	"	...	...	8
Do.    "    over    "    1,000	"	"	"	...	...	12
TOTAL...						<u>42</u>

This fleet did not receive any considerable augmentation during the next six years and, in 1882, the Government became persuaded that some decisive step must be



taken to increase the mercantile marine, and to add to it steamers capable of performing the functions of both transports and cruisers. Another company was, organized therefore, under the name of the Kyodo Unyu Kaisha, or Union Navigation Company. A trial of three years demonstrated the inexpediency of having two rival companies in the field, both receiving a measure of state aid, and in 1885, the two were amalgamated into the present Nippon Yusen Kaisha, or Japan Mail S. S. Company.

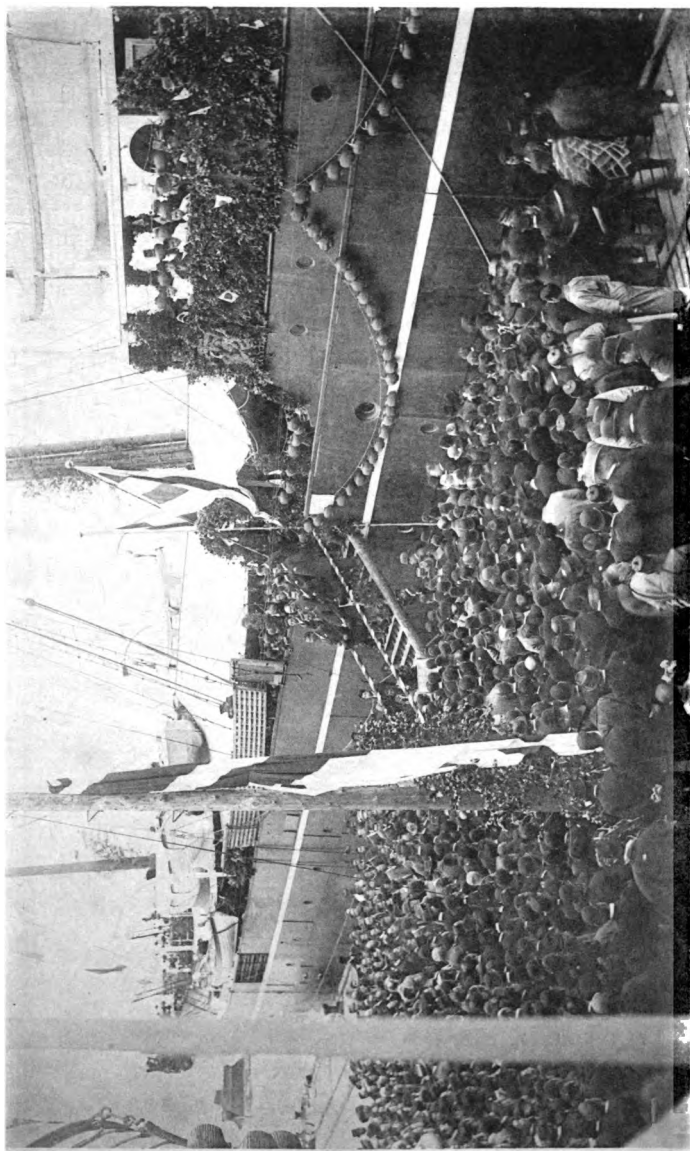
During the following nine years, the great bulk of the coastwise carrying trade was performed by the steamers of the Company, and regular services were also kept up between Kobe and Vladivostock, Kobe and Tientsin *via* Korean ports, and Yokohama and Shanghai. Moreover, in 1892, when the rapid development of the cotton-spinning industry in Japan lent importance to the question of procuring a supply of raw cotton, the Company established a line of steamers to ply between Japan and Bombay. Vessels flying the Nippon Yusen Kaisha's flag also made frequent voyages to Australia and Hawaii, carrying emigrants. Throughout this era, the Company received from the Treasury a yearly subsidy, in consideration of which it was pledged to maintain several special mail routes, to place its vessels at the disposal of the Government for transport purposes, should occasion for such a step arise, and generally to carry mails between the ports to which its steamers plied

In 1894, when war broke out between China and Japan, the latter had to despatch large bodies of troops to Corea, to Manchuria, to China proper, and to Formosa. At one time the armies of the empire beyond the sea aggregated a hundred and twenty thousand fighting men, together with a hundred thousand land-transport coolies. Such an effort severely taxed the shipping resources of the country. Nearly all the large steamers of the Nippon Yusen Kaisha had to be detached for public service, and it became necessary to purchase many others, not only to augment the fleet of transports, but also to obviate any prolonged interruption of the regular maritime carrying trade. Many of these newly-acquired steamers remained in the hands of the Nippon Yusen Kaisha. In fact, just as the Formosa expedition of 1873 greatly raised the Mitsui Bishi Company's status and increased its fleet, so the war of 1894-5 finally established the Nippon Yusen Kaisha's reputation for efficiency, and amply justified the trust hitherto reposed in it by the State. The Company had no less than fifty steamers engaged, throughout a space of nine months, in transport service that required the constant navigation of dangerous and unfamiliar seas in the depth of winter. Most of these ships were officered and manned by Japanese alone. Yet, from first to last, only one serious accident connected with navigation happened to any ship. There could no longer be any doubt that the disability under which the nation laboured at the commencement of

the *Meiji* era had been removed, and that the Japanese were now thoroughly competent to navigate and manage seagoing steamers.

The successful issue of the war naturally gave a marked impulse to maritime enterprise, and the Executive and Legislature, combining to foster that useful tendency, laws were passed granting special aid to navigation and ship-building. The Company, therefore, resolved to greatly extend its field of operations. It increased its capital to twenty-two million *yen*, and determined to establish regular steamship services to America, Europe and Australia, for which latter purpose it gave orders for the construction of a number of large and powerful steamers. With such a capital and with a fleet of sixty-seven steamers—soon to be considerably augmented—aggregating a hundred and thirty-three thousand six hundred tons, the majority of them new and provided with every resource for contributing to the comfort of passengers and every modern facility for the carrying trade, the Nippon Yusen Kaisha now ranks among the greatest enterprises of the kind in the world. The regular services maintained by it, independently of its lines between all the Principal ports in Japan, are with China, Asiatic Russia, the Philippine Islands, Hawaii, the Straits Settlements, India, the Red and Mediterranean Seas, Europe and America. Trips are also made at frequent intervals to Java, Cochin China, and the South Sea Islands, and the regular list of services will soon be increas-





INAUGURATION OF N. Y. K. LINE TO EUROPE. PRESIDENT KONDO ADDRESSING KOBE CONSTITUENTS FROM  
THE S. S. "TOSA MARU" PIONEER STEAMER OF THE LINE, MARCH 1896.

ed by a line to Australia. The Head Office is in Tokyo, and branch offices and agencies, to the number of about sixty—particulars of which are given on pages 7 to 11—are situated at all the principal points of call. The total number of the Company's employés is about 1,155, and in Yokohama it has under its control iron works for making and repairing ships' appliances, and a stores department for supplying its fleet. From depots at Otaru and Shimonoseki its steamers obtain coal, and in Tokyo a lighter department is organized for facilitating the transport of cargo between that city and Yokohama.

The first President of the Company, nominated by the Government at the time of the Company's formation in 1885, was Mr. M. Morioka. He held the office until 1894, and was succeeded by Mr. T. Yoshikawa, on whose death, in 1895, the present President, Mr. R. Kondo, was elected by his co-directors.

Details of the Company's fleet, services and so forth, are given in the following pages



## HEAD OFFICE.

*No. 1, Yurakucho Itchome, Kojimachi-ku, TOKYO.*

*(Removed from Minami Kayabacho since March 1896.)*



### BOARD OF DIRECTORS.

R. KONDO Esq., Managing Director, President.

M. KATO Esq., Managing Director, Vice President.

M. MORIOKA Esq.

Y. SHIBUSAWA. Esq.

H. SHODA Esq.

H. NAKAMIGAWA Esq.

K. SONODA Esq.

M. ASADA Esq.

### Auditors.

T. ABE Esq.

T. ARISHIMA Esq.



### GENERAL BUSINESS DEPARTMENT.

R. KONDO, CHIEF.

#### Bureau of Shipping.

S. Iwanaga, Manager.

E. P. Pallister, Assistant Manager.

Y. Nagai, Acting Vice Manager.

T. Masaki, Acting Vice Manager.

#### Bureau of Supplies.

T. Tanaka, Vice Manager.

#### Bureau of Superintendence.

A. Macmillan, Chief.

T. H. James, R. N. Superintendent.

W. Barrie, Superintendent.

T. Suda, Acting Superintendent.  
 W. H. Forbes, Assistant Superintendent.  
 J. Robinson, Assistant Superintendent.  
 F. Truscott, Assistant Superintendent.  
 Y. Matsuyama, Assistant Superintendent.

## SECRETARIAL DEPARTMENT.

M. KATO, CHIEF.

### Bureau of Accounts.

G. Haruta, Manager.  
 K. Kagami, Vice Manager.

### Bureau of Miscellanies.

G. Haruta, Manager.  
 T. Hori, Vice Manager.

---

### Tokyo Lighter Department.

S. Tsunekawa, Manager.  
 R. Matsumoto, Acting Vice Manager.

### Stores Department.

G. Ishizawa, Acting Manager.

### Printing Office.

T. Tanaka, Vice Manager.



## BRANCH OFFICES.

BOMBAY,	T. Yatsui, Manager.
FUSAN,	A. Shimamura, Act. Manager.
GENSAN.*	
FUSHIKI,	T. Kusumoto, Act. Manager.

---

\* Those printed in smaller types are the names of subbranch offices.

HAKODATE,

S. Yamada, Manager.

H. Masuki, Vice Manager.

NEMURO.

AOMORI.

HACHINOHE.

MORORAN.

HONG KONG,

K. S. Kiyooka, Manager.

ISHINOMAKI,

K. Makita, Act. Manager.

OGINOHAMA.

SHIOGAMA.

JINSEN,

S. Tojo, Act. Manager.

KEELUNG, (Formosa),

K. Kondo, Act. Vice Manager.

KOBE,

S. Yoshitake, Manager.

A. S. Mihara, Vice Manager.

R. Inouye, Vice Manager.

SAKAI.

ONOMICHI.

UJINA.

KAGOSHIMA.

OSHIMA.

RIUKIU.

LONDON,

Z. Ogawa, Manager.

R. Negishi, Vice Manager.

NAGASAKI,

K. Yoshisuye, Manager.

OSAKA,

K. Harada, Manager.

TSURUGA.

OTARU,

S. Yanagi, Manager.

SHANGHAI,

S. Sakaki, Manager.

SHIMONOSEKI,

M. Katto, Manager.

MOJI.



**TOKYO,**  
**TSUCHIZAKI,**  
**VLADIOSTOCK,**  
**YOKKAICHI,**  
 NAGOYA.  
 HANDA.  
**YOKOHAMA,**

S. Tsunekawa, Manager.  
 K. Okada. Act. Manager.  
 K. Terami, Manager.  
 M. Osaki, Manager.  
 T. Hayashi, Manager.  
 J. H. Curtis, Asst. Manager.  
 T. Okoji Vice Manager.

### **AGENCIES.**

**ADELAIDE,**  
**AMOY,**  
**ANTWERP,**  
**AUCKLAND**  
**BRISBANE,**  
**CANTON,**  
**CHEFOO,**  
**COLOMBO,**  
**DUNEDIN,**  
**FOOCHOW,**  
**GLASGOW,**  
**GREYMOUTH,**  
**HONOLULU,**  
**LONDON,**  
**LYTTELTON,**  
**MANILA,**  
**MARSEILLES,**  
**MELBOURNE,**

Messrs. McIlwraith McEacharn & Co., Ltd.  
 „ H. A. Peterson & Co.  
 „ Eiffe & Co.  
 „ Henderson & Macfarlane.  
 „ Burns, Philp & Co.  
 Mr. B. P. Karanjia.  
 Messrs. Cornabe & Co.  
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 „ J. H. Stanley & Co.  
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 Mr. A. R. Brown.  
 Messrs. Nancarrow & Co.  
 „ W. J. Irwin & Co., Ltd.  
 „ Shaw Adams & Co., Freight & Passenger Agents.  
 „ Kaye & Carter.  
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NEWCHWANG,	Messrs. Bandinel & Co.
NIIGATA (Japan).	Mr. M. Hama.
NAOYETSU (Japan).	Mr. M. Hama.
NOUMEA,	Messrs. L. Ballande & Fils.
PENANG,	„ Boustead & Co.
PORT SAID,	„ Worms & Co.
SAIGON,	„ Hale & Co.
SAKATA (Japan).	Mr. M. Hama.
SEATTLE,	The Great Northern Railway Co.
SINGAPORE,	Messrs. Paterson, Simon & Co.
SUEZ,	„ Worms & Co.
SYDNEY,	„ Burns, Philp & Co.
TAKOW,	„ Julius Mannich & Co.
THURSDAY ISLAND,	„ Burns, Philp & Co.
TIENTSIN,	„ A. Philippot & Co.
TUTICORIN,	„ A. & F. Harvey.
TOWNSVILLE.	„ Burns, Philp & Co.

## Fleet of The Hippon Busen Kaisha.

to be forgotten by the world.

IS specimens received 2000-0000 from non pregnant

ДОКОЛУНА МАНВ.	В. ЗАМОН.	5'02'04	1'55'13
ДЕПО МАНВ.	Г. Е. БОЛГ.	5'41'21	1'31'54
ДЕСНОГО МАНВ.	Н. ДИМОВ.	1'14'43	2'15'08
ДУВАЧИВО МАНВ.	М. ДРОМБАСОВ.	3'25'21	1'20'10
ДУВАЧНОИ МАНВ.	Е. ИГО.	3'58'15	3'03'01
ДУВАЧОВА МАНВ.	С. КАМАННЛО.	3'21'10	1'22'30
ДУВАЧОВ МАНВ.	М. ЕКАР.	1'00'13	2'45'00
ДУО-НИЛА МАНВ.	Е. ИОНОВ.	1'10'22	0'42'05
ДУОМАСОВ МАНВ.	Е. М. ИОНОВ.	3'22'35	1'21'21
ДУОНИ МАНВ.	М. ЗИГНИНОВ.	1'34'32	1'30'02
ДУРА МАНВ.	Г. В. ДИСКОВИЧ.	2'12'03	3'22'44
ДУКИО МАНВ.	М. ДОРИМАНОВ.	3'12'38	1'30'00
ДУКИ МАНВ.	К. КАМАНОВ.	1'11'07	0'45'07
ДЕЗНИН МАНВ.	Л. ДИМОВ.	3'30'22	1'29'10
ДУИВОВ МАНВ.	В. Г. МЕДОВ.	3'8'24	1'21'20
ДУКАСОВ МАНВ.	М. ВЕЛКОВ.	3'02'54	1'50'00
ДУОЗОВА МАНВ.	Г. ВЕЛКОВ.	2'42'35	2'41'32
ДУИВОВ МАНВ.	М. АНД.	2'51'12	3'42'13
ДУИВОВ МАНВ.	С. АНД.	1'33'10	8'00'83
ДУРА МАНВ.	В. Н. ГОРИН.	1'25'03	1'00'28
ДУИВОВА МАНВ.	Л. ОДОВИЧ.	1'33'22	1'00'10
ДУИВОВ МАНВ.	Е. С. ВЕЛКОВ.	1'22'22	1'02'42
ДУИВОВ МАНВ.	М. АНД.	0'40'28	1'33'20
ДУИВОВ МАНВ.	Е. Г. ГОРИН.	1'21'10	1'12'10
ДУИВОВ МАНВ.	В. ЗЕЛКОВ.	3'21'10	1'25'42
ДУИВОВ МАНВ.	Г. Г. ГОРИН.	1'33'30	1'33'52
ДУИВОВ МАНВ.	Г. М. ГОРИН.	3'01'30	1'02'00
ДУИВОВ МАНВ.	Г. М. ГОРИН.	1'22'45	1'02'01
ДУИВОВ МАНВ.	Г. М. ГОРИН.	3'01'30	2'01'02

# List of the Ship on Board

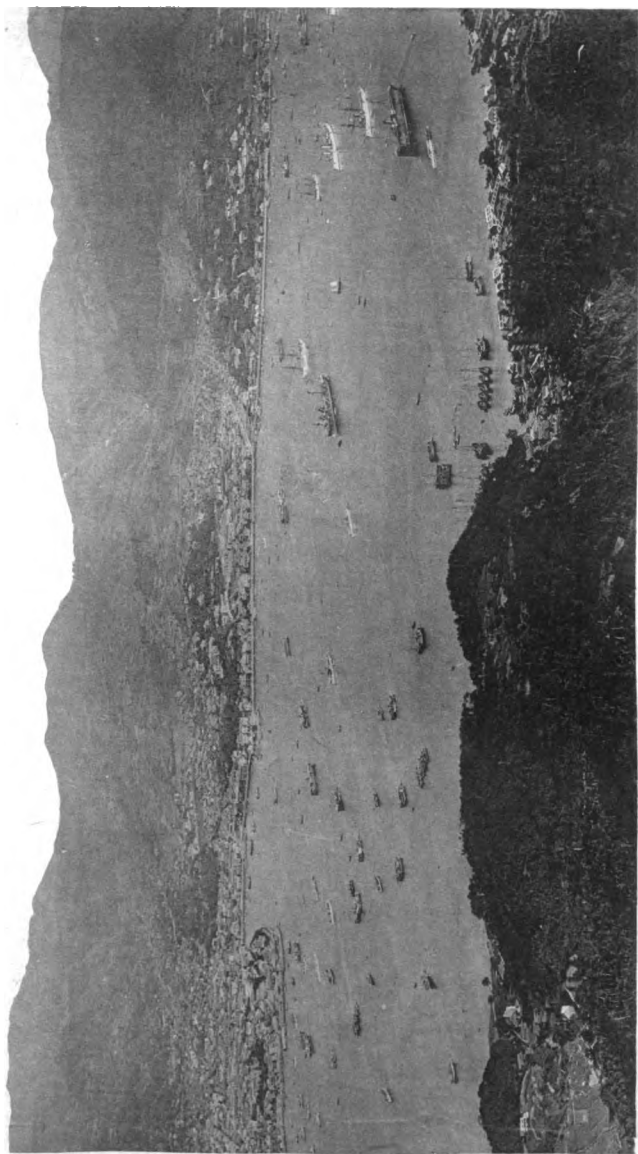
NAME OF THE SHIP	NAME OF THE SHIP	NAME OF THE SHIP	NAME OF THE SHIP
Owari Maru.	H. Sakimoto.	1,053.43	65.25
Otani Maru.	Y. Minamide.	2,371.30	15.74
Omi Maru.	Z. Munemoto.	2,478.08	1,333.81
Nagoya Maru.	P. Gouier.	2,533.00	1,738.00
Nagato Maru.	J. Wilson.	1,853.22	1,413.30
Mutsu Maru.	K. Nobata.	911.16	561.33
Mikawa Maru.	S. Murakatsu.	1,941.14	1,257.29
Mikawa Maru.	G. Young.	2,473.18	2,000.55
Matsuyama Maru.	G. Shimazaki.	2,373.03	1,331.63
Matsuyama Maru.	H. Iida.	612.12	4,773.33
Kawano Maru.	K. Marumoto.	3,333.34	2,144.73
Kumamoto Maru.	K. Yabe.	1,333.18	1,333.33
Kokura Maru.	K. Kato.	2,333.33	1,333.33
Kobe Maru.	J. W. Ekstrand.	2,333.33	1,333.33
Kobe Maru.	G. Takashima.	2,333.33	1,333.33
Kobe Maru.	M. Marumoto.	2,333.33	1,333.33
Kobe Maru.	J. E. Moser.	2,333.33	1,333.33
Kobe Maru.	Z. Trent.	4,133.81	1,333.33
Kobe Maru.	K. Kato.	2,311.34	1,333.33
Kobe Maru.	Y. Yamanouchi.	1,344.84	771.50
Kobe Maru.	T. Sakai.	3,070.33	1,333.33
Kobe Maru.	G. Takashima.	3,333.33	1,333.33
Kobe Maru.	K. Sakai.	705.14	437.87
Kobe Maru.	G. A. Andersen.	3,333.33	2,333.33
Kobe Maru.	M. Walter.	1,433.33	881.37
Kobe Maru.	K. Iwamoto.	3,070.33	1,333.33
Kobe Maru.	T. Mutai.	1,401.33	871.07
Kobe Maru.	T. Kano.	731.33	447.33
Kobe Maru.	K. Mori.	1,403.33	873.33
Kobe Maru.	Y. Omi.	603.33	4,333.33
Kobe Maru.	J. Omi.	1,733.33	1,101.33
Kobe Maru.	M. I. Omi.	3,333.33	1,333.33
Kobe Maru.	M. I. Omi.	3,333.33	1,333.33



Before proceeding to describe in detail the various steamship services of the Company, the convenience of travellers will be consulted by giving brief sketches of the principal ports of call and the places of note or interest in their vicinities.

### **NAGASAKI.**

Nagasaki, the first port of entry for ships coming from the south or west to Japan, lies at the head of an inlet some three miles long, and from half a mile to a mile in width, with shores indented by bays and sloping up to thickly wooded hills. This fiord forms a splendid anchorage, and has been largely used during the past twenty years by steamers coming there to coal. The foreign commerce of the place, however, is not so extensive as it was formerly, and unless advantage be ultimately taken of the facilities it offers for manufacturing



**NAGASAKI HARBOUR.**

purposes, Nagasaki seems destined to lose some of the importance it once possessed. Previously to the sixteenth century, it was a small, unnoted town, but becoming thenceforth the chief settling place of native Christians and mart of Portuguese and Spanish trade, it gradually rose to consequence, and even after the suppression of Christianity and the expulsion of all Occidentals except the Hollanders, it continued to receive consideration as the only place where foreign commerce, in the hands of the Dutch and Chinese, was tolerated. Admirable docks have been constructed there with extensive and fully equipped engine works. But being situated on the western shore of the fiord, the brisk atmosphere of business that pervades them does not disturb the *dolce-far-niente* of the town on the eastern side, where, under the shadow of forests of tombstones that cover the over-looking hills, the citizens seem to live in the memory of their dead and of their past. Nothing can exceed the tranquil loveliness of this gate through which the tide of Western civilization first flowed into Japan, and nothing can be less appropriate to such an environment than the coaling operations constantly taking place in the harbour, where myriads of men, women and children, organized to mechanical regularity of action, transfer the fuel from lighters to ship's bunkers with rapidity said to be unequalled elsewhere. It has been conjectured that extensive coal beds exist in the vicinity of Nagasaki, and that when the seams in the island called



Takashima are dug out—a contingency not many years distant—others will be found to replace them. But expert investigations have not yet confirmed that forecast. The Japanese town, spread over a space two miles long by three-fourths of a mile in extreme width, here lying along the shore, there climbing up precipitous slopes, has a population of nearly seventy thousand. On its south west is Deshima, where for two centuries the Dutch trading community was willing to live in humiliating isolation; and on the east, its water frontage extending half a mile and the hills behind serving for villa-sites, lies the foreign settlement, with 705 residents. Some charming spots in the vicinity constitute health-resorts often visited in the summer by foreigners from China but offering no special attractions to tourists. There are six so-called foreign hotels, a weekly newspaper (*The Rising Sun & Nagasaki Express*), a public hall, a club, and several banking agencies—the Hongkong and Shanghai Banking Corporation, No. 9 Oura; the Mercantile Bank of India, London and China, No. 4 Oura; the Bank of India, Australia and China, No. 7 Oura; and the National Bank of China, No. 7 Oura. The various Treaty Powers are, of course, represented by Consulates, the localities of which are too easily found to need enumeration here.

Tourists interested in Japan's naval resources or in her keramic history, will do well to take Nagasaki as a base for visiting the Sasebo Naval Station and the Arita Pot-

teries. Twice weekly a small steamer leaves Nagasaki for Sasebo, and creeping along the coast through a series of lovely sea-scapes, reaches her destination in eight hours. The route to Arita is more complicated but scarcely less beautiful, and the journey is well repaid by inspection of one of the best porcelain factories to which Japan owes her ceramic reputation.

### SHIMONOSEKI AND MOJI.

Steaming from Nagasaki along the western coast of Kiushu, where a succession of lovely scenes unfold themselves perpetually to the view, the celebrated Inland Sea is finally entered by the Straits of Shimonoseki, after a voyage of 148 miles. It was here that the final and most forcible blow was dealt to Japanese conservatism when, in 1863, a combined squadron of British, French, Dutch and American ships bombarded and destroyed the batteries planted at the entrance to the Strait by the Prince of Choshu for the purpose of barring the passage of foreign vessels. The task of destruction proved comparatively easy in those days, but seven forts constructed according to the most approved principles of the present time and armed with powerful modern artillery, now guard the narrow passage. In recent times Shimonoseki has derived celebrity from the fact that the Treaty of peace between China and Japan was concluded there after the war of 1894-5.

The town of Shimonoseki—generally called by the

Japanese "Bakan" or "Akama-ga-seki"—lies on the north side of the Strait, and is faced by Moji, a smaller place of recent origin, which, being the terminus of the Kiushu Railway and having an abundance of coal in its neighbourhood, promises to develop into an important commercial centre. The scenery in the Strait is a worthy prelude to that of the Inland Sea, one of the loveliest sheets of water on the face of the globe.

### THE INLAND SEA.

Such is the name given to the portion of the Pacific Ocean imprisoned between the main island of Japan on the north and the islands of Kiushu and Shikoku on the south. Its length, from the Western point of entry (Shimono-seki) to the eastern point of exit (Akashi), is 240 miles, and its width varies from 8 to 40 miles; but so thickly are some parts studded with islets that vessels, threading their way through the intricate channel, pass within stone's throw of the shore. It has never been definitely ascertained how many of these islets break the continuity of the blue surface. But they certainly number thousands, and their endless variety of shape, picturesque grouping, fantastic reflection of sun-light and casting of shadow, as well as the signs that they everywhere show of a peaceful farming and fishing existence, sheltered from ravages of storm or stress of penury, make up a scene to which no word-painting could do even scanty justice. It is evident that

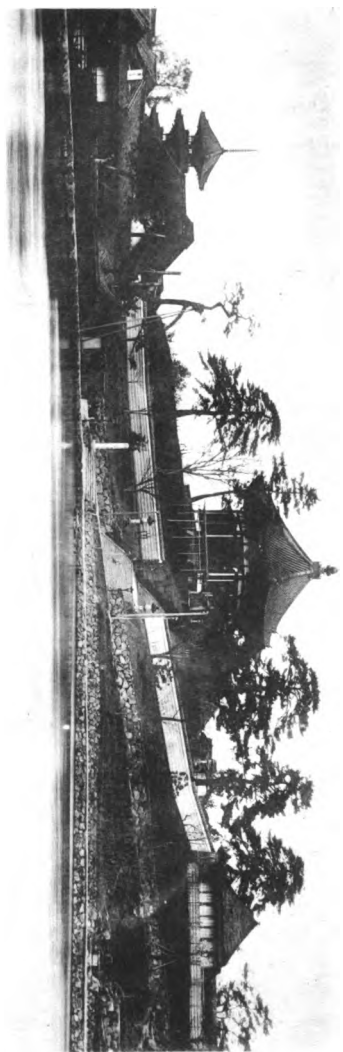
since a distance of 240 miles, often presenting great difficulties of navigation, cannot be traversed by any steamer between dawn and dusk of one day, travellers must be content with witnessing about one half of this incomparable stretch of scenery, by day light, unless, indeed, one should be so fortunate as to leave Shimonoseki at dawn on one's outward voyage from the west, and Kobe also at dawn on one's homeward voyage from the east, thus having two whole days for viewgazing. A most careful and exhaustive account of the Inland Sea and its numerous places of historical interest and scenic celebrity is given in Murray's excellent "Handbook," to which the reader is referred.

## KOBE.

Kobe is the brightest and healthiest of all the foreign settlements in Japan, its pure dry air and granite subsoil conferring advantages not to be found elsewhere. Its commercial development, too, has been most remarkable during recent years, for, whereas, in 1878, a decade after its opening to foreign trade, its exports and imports aggregated only 12½ million *yen* against a corresponding figure of 40½ millions for Yokohama, Kobe's total in 1895 was 101½ millions, and Yokohama's only 140½ millions. Proximity to Osaka, the natural commercial and manufacturing centre of Japan, is the chief reason of this development, and many persons predict that the place will, one day, outstrip Yokohama altogether. Long ago the

original settlement was found too narrow, and foreigners received permission to lease lands and houses direct from Japanese owners beyond the limits, a privilege which, together with that of building villas on the hills behind the town, has caused some diplomatic complications in recent times. The Japanese town contains 160,000 inhabitants, against 739 in the foreign settlement, exclusive of Chinese, who aggregate some 500. Kobe has only two hotels, the Oriental, and the Club Hotel. Neither its bund nor its recreation ground bears comparison with those of Yokohama, but its club is a picturesquely situated building, and exceptionally fine Japanese tea-houses are quickly accessible. Like Yokohama it is fortunate in the possession of several journals, the *Kobe Chronicle*, the *Kobe Herald* and the *Hyogo News*, each of which maintains a higher standard than the narrowness of their general field seems to warrant. The locations of the Consulates are:—Austria-Hungary, Great Britain and Spain, No. 9; Denmark and Sweden and Norway, No. 91; Germany, Italy and Switzerland, No. 5; France, No. 76; Belgium, No. 118; Netherlands, No. 91; Portugal, No. 59; Russia, No. 78-B; and the United States, No. 21.

Many places of interest and beauty are within easy reach of Kobe, but among them all the two most eminently worthy of a visit are Himeji and the island of Awaji: the former for the sake of its ancient castle, one of the largest and best preserved in Japan; the latter,



ARTOTYPE.

SAISHAWA-NO-IKE AT NARA.

TOKYO-INSATRU-  
KARUSHIKI-KAISHA.

because it is the first part of Japan supposed to have been created by the heavenly couple, Izanagi and Izanami, and because of its great natural beauty as well as of numerous historical associations connected with it.

## OSAKA.

Osaka, covering an area of 8 square miles with a population of 484,000, is the second city of Japan in point of size, and according to many authorities, the first in point of commercial importance. It lies upon the banks of the famous Yodo-gawa, and is itself not less celebrated as the military capital, in the sixteenth century, of the great *Taiko*, who, in the short space of two years, built there the grandest fortress that Japan has ever possessed. This castle and its annexed buildings were burned by the adherents of the Tokugawa Regents before abandoning the place in 1868, but the wide moat and colossal battlements are still intact, some of the granite blocks that compose the latter measuring as much as 40 feet in length and 10 feet in height with a thickness of several feet. A vivid illustration of the changes that Japan has seen during the *Meiji* era is furnished by the fact that the plateau on which Hideyoshi's donjon originally stood is now the site of a reservoir for supplying the city with pure water. Osaka has been called the Venice of Japan, for, on summer evenings, the two streams of the Yodo-gawa are covered with boats



floating hither and thither, while their inmates enjoy the cool breeze from the river, the sound of music and the sparkle of fire-works. Yet the city is chiefly remarkable for the manufacturing enterprise of its inhabitants, justly reputed to be the sharpest and most daring business men of Japan. Twenty years ago, the whir of machinery and the throb of the steam engine were heard only at the Mint,—where beautiful coins current throughout the whole East are struck,—and at its associated Sulphuric Acid Works. No tall chimnies polluted the sparkling atmosphere of the city, or interrupted the view of the surrounding hills. But to-day thousands of factories pour out their smoke and smuts, and sixty thousand “hands” live under their shadow. Nothing delays the city’s rapid rise to commercial greatness except the want of a port accessible to ocean-going steamers, the estuary of the Yodo River being too shallow for the purpose. A programme of harbour construction, involving an outlay of twenty million *yen*, has now been elaborated, and Osaka will doubtless soon become the shipping and manufacturing capital of the empire. Nothing more forcibly strikes a foreign visitor to Osaka than the air of briskness and bustle that pervades the streets. In comparison with the intense urgency and impetuous stress of life in an Occidental city, Osaka is, of course, staid and tranquil; but whereas in other Japanese towns business is conducted in a placid manner, in Osaka a general tendency to ardour and expedition shows that

the desire of wealth is really effective.

Osaka has not many sights to offer those interested in the old civilization of Japan, nor can its environs boast any special lions. At Yamanaka's store in Korai-bashi, however, is to be found one of the most abundantly and variously stocked bric-à-brac warehouses in Japan, and the bazaars (*Kankoba*) are thoroughly worthy of a visit. The foreign settlement is at Kawaguchi, where the Yodo's two streams meet below an island that divides them in their passage through the city proper. When the place was opened to foreign trade, its future was forecast in rosy colours. But experience has not justified that expectation: it is now apparent that the city's future will depend chiefly upon its manufactures, and that, as a centre of imports from abroad, it is not likely to play a large role, however important it may become as a place of export. Its Occidental residents consist almost entirely of missionaries: not more than three or four trading firms have agents there. A spacious and imposing building, called "*Jiyu-tei*," is the only hotel where foreign visitors can find good accommodation.

Several lines of railway converge at Osaka: the Tokaido road, the southern section of which runs to Kobe where it connects with the Sanyo road, which goes thence along the western shores of the Inland Sea to Hiroshima, ultimately to be extended to Shimonoseki; while the eastern and northern sections run to Kyoto, Nagoya and

Tokyo, joining, at Shinagawa, the great northern line of the Japan Railway Company; the Hankai road, running to Sakai, where the now famous cotton rugs and carpets of Japan are manufactured; the Naniwa road, to Shijonawate, and the Osaka Railway to Nara.

### NARA.

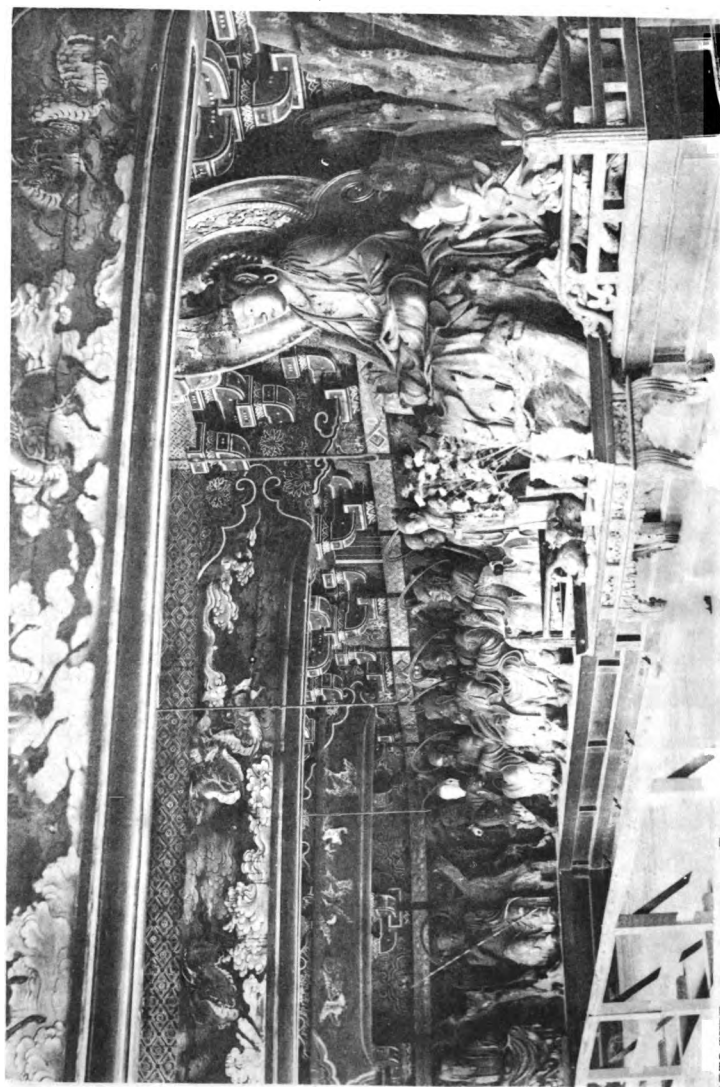
After Nikko and Kyoto, Nara offers greater attractions to tourists than any place in Japan. Its natural beauty is exceptional and its historical interest, vivid. It may be said to have been the first capital of Japan. Up to the beginning of the 8th century, the Imperial Court changed its location at the accession of each sovereign, and the Court's place of residence naturally became the official metropolis. A city whose life was limited to the duration of a single reign, could not possibly attain any commercial or architectural importance. The so-called capitals prior to Nara left no vestiges of greatness. But Nara remained the metropolis during seven reigns (709 to 784 A. D.), and its seventy-five years of existence sufficed for the building and furnishing of many imposing shrines and temples, the laying out of a noble park, and the casting—after seven unsuccessful attempts—of a colossal image of Buddha, which now stands in the temple called Todaiji, and enjoys the reputation of being the biggest thing of the kind in Japan. This “Nara-no-Daibutsu” is, of course one of the sights of the place, but whatever may have been

the beauty of its proportions or the majesty of its linaments when it was first placed in position, it presents to-day, after many vicissitudes, little evidence of artistic conception. Nara has a hundred attractions, incomparably more noteworthy. For the student of art a feature of special interest is the Imperial Store-house (*Shoso-in*), containing specimens of all the articles in daily use at the Emperor's Court during the eighth century—specimens that indicate a condition of refined civilization such as no Western nation could boast at that remote era. Nara contains to-day a population of only twenty-two thousand, but its citizens are supposed to have numbered a quarter of a million in the days of its greatness. It has not yet suffered much at the hands of the modernizer. A museum in Western style, a wide macadamized road invading the sacred park, and a bazaar are the only evidences of the spirit of the age.

Nara is easily reached by train from Osaka and Kyoto. Some tourists, however, prefer to go there by *Jinrikisha* from Kyoto, for the drive, though of considerable length, passes through scenery of the greatest loveliness, and touches at the celebrated tea plantations of Uji. On the other hand, by alighting at the second station before Nara on the Osaka Railway, one can inspect Horiu-ji, the oldest temple in Japan, and the most interesting from an artistic and antiquarian point of view.

## KYOTO.

Kyoto, which lies 25 miles inland from Osaka, on the Tokaido Railway, is the most interesting place in Japan. Founded in the year 793 A. D., it remained during nearly eleven centuries the capital of the Empire. The Sovereign Kwammu, when, with admirable judgment, he selected this picturesque spot for the Court's residence, caused the city to be laid out with mathematical regularity, its area, 3 miles by  $3\frac{1}{2}$ , being intersected by eighteen principal thoroughfares, nine running due north and south, and nine due east and west, the two systems connected at equal intervals by minor streets. At the middle of the north face stood the Palace, its enclosure covering  $\frac{3}{4}$  of a square mile, and from it to the centre of the south face ran a noble avenue, 280 feet wide and  $3\frac{1}{2}$  miles long. Conflagrations and subsequent re-constructions have somewhat modified the regularity of this plan, but much of it still remains, and its story is preserved in the numbering of the thoroughfares. In the days of its greatest prosperity, Kyoto contained half a million inhabitants, but its population now is only 230,000, so that it has fallen to the position of the third largest city in this land. The Emperor Kwammu called it "Heian-jo," or the City of Peace, when he first established his Court there, but the people knew it as "Miyako" or "Kyoto," both words signifying "capital," and in modern times it is often spoken of as "Saikyo," or



TOKYO-INSATSU-  
KABUSHIKI-KAISHA.

INTERIOR VIEW OF SANJUSANGENDO TEMPLE, AT KYOTO.

ANTO-TYPE.

western capital, in opposition to "Tokyo," or eastern capital. Having been for eleven centuries the imperial, intellectual, political, religious and artistic metropolis of the realm, Kyoto abounds with evidences of its unique career. Magnificent temples and shrines, grand monuments of architectural and artistic skill, beautiful gardens, gorgeous festivals, and innumerable *ateliers* where the best traditions of Japanese art are obeyed with most attractive results, offer to the tourist a mine of inexhaustible interest. Everywhere through the city clear water ripples, and to this water Kyoto owes much of its importance, for nowhere else in the empire can linen be bleached so white or dyed in such brilliant colours. The people of Kyoto, like their Osaka neighbours, are full of manufacturing energy. Not only do they preserve, amid all the progress of the age, their old-time preëminence as producers of the finest porcelain, faience, embroidery, brocade, bronze, cloisonné enamel, fans, toys and metal work of all kinds, but they have also adapted themselves to the Western market, and are now weaving and dyeing quantities of beautiful silk fabrics for which a large and constantly growing demand is found in Europe and America.

Volumes might be written descriptive of the sights that Kyoto offers to visitors interested in the story of Japanese civilization. Nowhere else can be traced with equal clearness the part played in that civilization by Buddhism with its magnificent paraphernalia and grand



ceremonial spectacles; nowhere else, side by side with this luxurious factor, can be witnessed in more striking juxtaposition the austere purity and severe simplicity of the Shinto cult, and nowhere else can be more intelligently observed the fine faculty of the Japanese for utilizing, emphasizing and enhancing the beauties of nature. A certain exercise of judgment is essential in viewing the sights of the city, for the most ardent ethnologist, antiquarian or dilettante will find his faculty of appreciation blunted if he faithfully follows a guide-book programme, taking things simply in the order of their local convenience. He should vary his inspection of temples, shrines, palaces and stores by visits to the picturesque sights in the environs—Ara-shi-yama, glowing with cherry blossoms in spring and maple tints in autumn; the rapids of the Katsura River; the gardens of the gold and silver pavilions (*Kinkaku-ji* and *Ginkaku-ji*) and, above all, Lake Biwa with its lovely surroundings. Forty minutes by train take one to the town of Otsu, on the shores of the largest lake in Japan (36 miles long and 12 broad), and thence small steam-boats ply constantly to the points of chief interest. Around the shores of this picturesque sheet of water are to be viewed the *Omi-hakkei* or “eight landscapes of Omi.” To see them under the circumstances that constitute their celebrity demands nice adjustment of time, as will be observed from their enumeration—the lake silvering under an autumn moon as one looks down from Ishiyama; the snow at even-

ing on Hirayama; the glow of sunset at Seta; Miidera as the evening bell sounds; boats sailing home from Yabase; cloudless peaks at Awazu; rain after nightfall at Karasaki; and wild geese sweeping down to Katata.

Kyoto possesses the best furnished and most tastefully arranged stores in Japan: nothing comparable with them is to be found elsewhere. The most remarkable are those of Takashima, Nishimura, Ikeda and Hayashi. It has also excellent hotels: the Kyoto Hotel, called also Tokiwa, conveniently situated; Yaami, remarkable for its fine view, and Nakamura-ya, or Niken-jaya.

### NAGOYA.

Nagoya may be reached direct by rail from Kyoto or Yokohama, but the alternative route is easy and pleasant, namely, by steamer to Yokkaichi and thence to Atsuta, a port within a short distance of Nagoya. Visitors are attracted to Nagoya chiefly for the sake of seeing its castle, one of the finest in Japan. It was erected in 1610 by a number of Iyeyasu's feudal barons for his son's residence, and although some of its interior decoration, admirable work by the most renowned Japanese artists, was defaced by soldiers quartered there in the iconoclastic days immediately succeeding the Restoration, it still presents features of the greatest artistic and military interest. But Nagoya (population 180,000) will well repay a visit for the sake of the industries carried on in the town or its

vicinity, namely the manufacture of cloisonné enamel, of porcelain and of faience. For a long time Kyoto used to be regarded as virtually the only place where really fine cloisonné could be produced. It was deprived of that supremacy by a new conception on the part of the Tokyo artisans—the so-called “cloisonless enamels”—and Nagoya, already remarkable for the renaissance of the cloisonné industry after the Restoration, soon developed great skill along the lines of both Tokyo and Kyoto, and now produces excellent work at exceptionally low figures. It is as a ceramic centre, however, that Nagoya principally deserves attention. Within a few miles of the town lie the celebrated potteries of Seto, situated in a district that may be said to consist entirely of porcelain earth. Remarkable strides have been made of late by the Nagoya potters in the production of *celadon*, polychromatic glazes and eggshell ware. Their work promises soon to bear comparison with the masterpieces of the Ching-te-cheng factories.

### YOKKAICHI.

The steamers of the Company ply regularly to this flourishing town on the shores of Ise Bay. Thence the traveller makes his way to Yamada and the shrines of Ise, the centre of Shinto worship in Japan, a place round which cluster the most venerable traditions of the Japanese nation. Yokkaichi is known to the dilettante as the modern place of production of *Banko-yaki*, a well-known faience pos-

ing many excellent qualities, though not, perhaps, deserving all the admiration that it receives.

## YOKOHAMA.

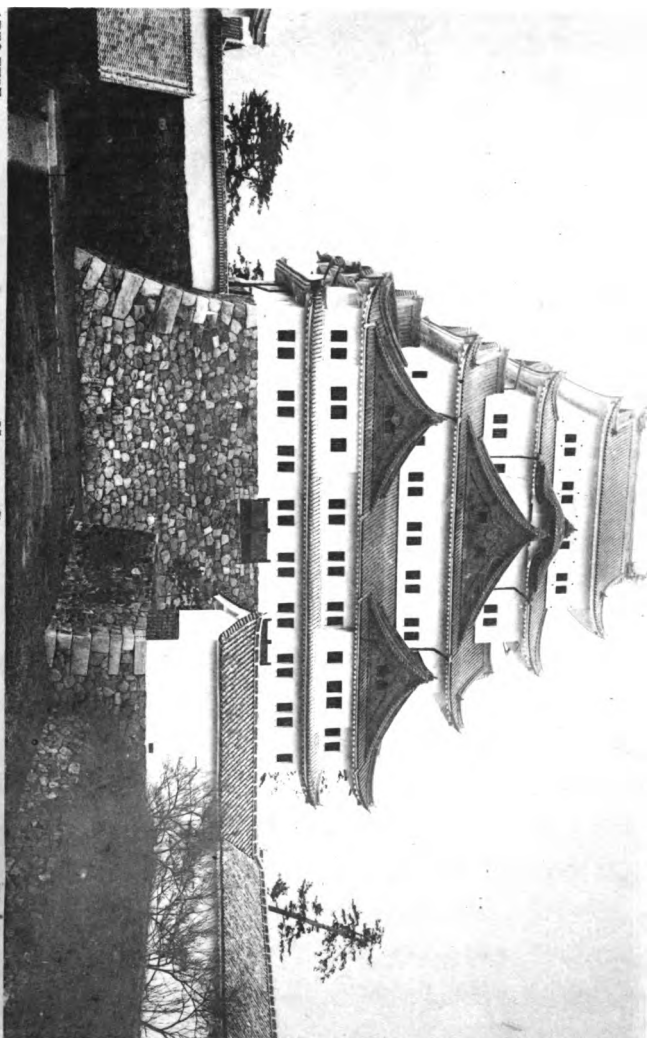
Yokohama, though now the principal treaty port in the empire, had no original right to that distinction. An insignificant fishing village, without any suitable building sites, when foreign intercourse was inaugurated, the idea of selecting it as the position for a foreign settlement did not occur to the framers of the first treaty in 1857. The choice fell unhesitatingly on Kanagawa, then a thriving and populous town. It was an unwise choice, politically and commercially alike, for Kanagawa lay beyond the range of maritime facilities, and owing to its situation on the Tokaido or trunk road between Tokyo and Kyoto, along which bands of armed *Samurai* passed continuously, foreigners residing there could not possibly have been protected against all the dangers of that troubled epoch. Rendered cognizant very soon of this latter disadvantage, the Japanese Government urged the transfer of the settlement to Yokohama. But the motive of the advice being misconstrued, the foreign consuls strongly opposed the change, and had not the instinct of the foreign merchant indicated Yokohama as incomparably better adapted for trade uses, the little hamlet's metamorphosis must have been long deferred. Large operations of drainage and filling in had to be undertaken before the place could become

fit for the purposes of a foreign settlement, but the Japanese Authorities caused the work to be energetically carried through, and, in order to render the transfer popular, allotted some of the best sites free of charge. Thenceforth the settlement grew rapidly. From the first, the buildings were of a purely business character, not the slightest attempt at architectural beauty being made. Indeed, it may be said of all the foreign settlements in Japan that they are distinguished by the plainness, inelegance and unpretentious character of their structures. The Yokohama of 1896, with its trade of 145 million *yen*, does not differ perceptibly from the Yokohama of 1878 that lived on a trade of 40 millions only. The Japanese town, however, appears to have responded to the rapid growth of commerce. It has gradually spread westward and northward, until districts where not a building was to be seen thirty years ago, are now covered with dwellings, stores and warehouses. In 1876, a disastrous conflagration swept away the greater part of the foreign settlement, but the buildings that rose from the ruins showed little improvement over their predecessors. The following year, however, saw an important change. An extensive tract of elevated ground, over-looking the Settlement from the east, and commanding magnificent views—land-scapes, sea-scapes and the world-famed Fuji-yama—was allotted for foreign residences. An ideal site, it soon became dotted with villas, generally unpretentious and plainly constructed, but standing in trim little gardens,

ARTO-TYPE.

NAGOYA CASTLE.

TOKYO-INSATSU-  
KAISHA.



completely segregated from the tradal atmosphere of the settlement below, and revelling in prospects of supreme beauty on every side. This "Bluff," as it is called, where the jaded business-man of Yokohama has his home, may fairly claim to be the loveliest place of residence in the whole East. The settlement itself can boast only three attractions: its bund, its public garden, and the broad straight road, laid out with almost ironical magnificence of sidewalk and marginal greenery, that separates it from the Japanese town.

Yokohama may be called the port of Tokyo. The latter city is practically without a harbour: sea-going ships cannot get within four miles of any convenient landing place. Some day or other the defect will be remedied, being perfectly remediable. When that day comes, Yokohama's prosperity must be seriously threatened. At Yokohama itself, the harbour used to be much exposed. But two breakwaters were recently built so as to enclose virtually the whole of the anchorage, leaving an entrance 650 feet wide at their extremities. A pier, 2,000 feet long, at which large steamers can load or discharge, has also been constructed, and a graving dock and slip will soon be ready for use. The pier communicates by rail with the Yokohama-Tokyo line, and thus goods brought over-sea to Yokohama can easily be carried to Tokyo. The bulk of such goods are, however, transported to the capital by lighters, of which the Nippon Yusen Kaisha has a large

**fleet.** It is at Yokohama that the Transpacific steamships touch first on reaching the East. Passengers' belongings have to be passed by the Customs officials, but the process is generally performed courteously and expeditiously.

The settlement is well supplied with hotels, the Grand (Nos. 18-19-20 Bund), the Club (No. 5 Bund), the Oriental (No. 87 Main Street) and the Clarendon (No. 26). Of these the Grand Hotel is the most spacious and best appointed, but the Club Hotel has the advantage of possessing a branch (the Hotel Métropole) in Tokyo. Good bric-à-brac stores kept by foreigners are to be found in the foreign settlement, but the traveller wishing to purchase direct from Japanese dealers will visit Honcho-dori and Benten-dori, where specimens of nearly all the typical arts of Japan are offered for sale. It may be mentioned here that, although the streets in the foreign settlement have names, these are little used, as the numbering of the whole place is continuous. The same is true of the Bluff, but there, owing to the fact that the sequence of the numbers indicates the chronological order in which the houses were built, and has no connexion whatever with their relative positions, the effect of the numbers is to bewilder rather than to guide.

The population of the Japanese town is 152,451, a constantly growing quantity; that of the foreign settlement—exclusive of Chinese, who number 1,819—is 1,631, a virtually stationary quantity. To supply this little body of



Americans and Europeans with daily and weekly reading matter, there are no less than six journals printed in the English language. Three, the *Japan Mail*, the *Japan Herald* and the *Japan Gazette*, are papers of long standing; three are newly established, namely, the *Daily Advertiser*, the *Eastern World* and the *Box of Curios*. There are two clubs—the United Club and the German Club—and seven Banks—the Hongkong and Shanghai Bank, No. 2-A; the Yokohama Specie Bank, Minami Naka-dori; the National Bank of China, No. 75; the Bank of China, Japan and the Straits No. 1; the Chartered Bank of India, Australia and China, No. 78; the Chartered Mercantile Bank of India, London and China, No. 1; and the New Oriental Bank Corporation, No. 32, this last being in liquidation. The locations of the various Consulates are as follows:—Austria-Hungary, No. 76 B. Bluff; Belgium, No. 104 D. Bluff; Denmark, No. 209; France, No. 185 Bluff; Germany No. 24; Great Britain, No. 172; Hawaii, No. 4-A; Italy, No. 211; Mexico, No. 73-B. Bluff; Netherlands, No. 92; Peru, No. 70; Portugal, No. 90 Bluff; Russia, No. 171; Spain, No. 244; Sweden and Norway, No. 92; Switzerland, No. 169; and the United States, No. 234. The Legations of these various Powers are in Tokyo.

As the British constitute a preponderating element in the community, a cricket ground and a race course are not wanting. The former is in the Public Garden of the Settlement; the latter at Negishi, distant some two miles from

the Settlement, on a plateau overlooking the sea, a spot of rare beauty. There are two lawn tennis clubs; one for men only, its meeting-place the cricket ground; the other, called the "Ladies Club," but admitting gentlemen also, has its ground in the Bluff Garden, amid exceptionally picturesque surroundings. On the Bluff also there is a Public Hall, where theatrical and other entertainments are given; and in the settlement, a fine Masonic Hall. Places of worship are not conspicuous, the buildings being of most unpretentious character. But Christ Church, No. 105, the Union Church, No. 167, and the Roman Catholic Mission, No. 80, are well supported and attended.

Yokohama does not boast any lions of its own. But lovers of scenery can find many delightful spots in its immediate vicinity: as Mississippi Bay, Dixon's Hill, Macpherson's Hill, the Plains of Heaven and Sugita. Within easy reach there are also several other places of note, to which special reference will be made farther on. A railway station in the northern quarter of the town gives access to the Tokaido trunk line, running through the whole length of Japan.

#### **ENVIRONS OF YOKOHAMA.**

Many places of interest and beauty lie within easy reach of Yokohama. Among these one of the most celebrated is

#### **KAMAKURA.**

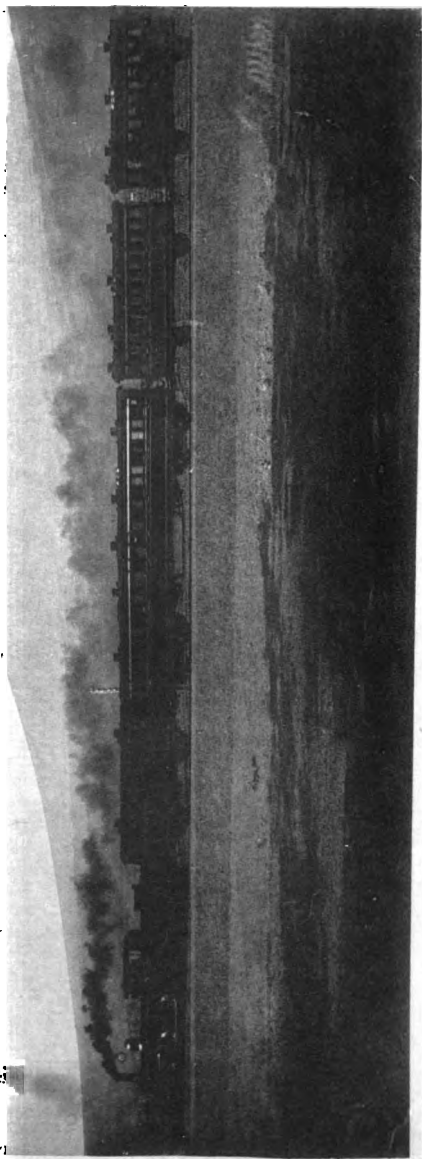
To people of modern days, especially to tourists, Ka-

amakura is known chiefly for the sake of a celebrated bronze figure of Buddha that stands in its vicinity. But the example of decadence that the place presents is certainly its most remarkable feature, for whereas, in the middle of the fifteenth century, it was a vast city, the houses of its million citizens covering the whole plain and its streets extending into the recesses of the hills, it is to-day a tiny hamlet, consisting of a few thatched cottages and retaining nothing of its ancient greatness except an imposing temple of Hachiman, the God of War. Fifty minutes by train bring the traveller from Yokohama to Kamakura, and a further drive of 20 minutes by *jinrikisha* carries him to a place much frequented by Yokohama residents during the summer months, a marine sanitorium (*Kaihin-in*), standing in a grove of pines near the sea-shore where the ambassadors of Kublai Khan were beheaded centuries ago. Kamakura was the first military capital of Japan, and there, on a hill reached by a long flight of stone steps, one may see the grave of Yoritomo, who first organized the system of military government known as the Shogunate, and who certainly deserves to be regarded as one of Japan's greatest administrators and legislators. In the temple of Hachiman, portions of his armour and many relics of his time are now preserved. Leading from the sea-shore to the precincts of this holy building he caused to be planted an avenue of pines. The great image of Amida the "*Daijutsu* of Kamakura," which was conceived also by Yoritomo, is

a magnificent work of art, perfectly proportioned and presenting an indescribable aspect of intellectual and passionless serenity. Twice—in 1369 and 1494—seismic waves swept away the temple that covered it, but left the image unmoved, and it now stands in the open air, unharmed by six and a half centuries of existence. Lovers of ancient porcelains may see, at some of the temples in Kamakura's vicinity, grand vases of monochromatic *celadon*, presented to the priests by the *Taiko*, and all persons with artistic proclivities will find much to admire among the treasures preserved by these once prosperous, but now sorely embarrassed servants of Buddha.

### ENO-SHIMA.

Eno-shima is four miles from Kamakura, and the drive along the sea-shore between the two places is very picturesque. It may also be reached from Fujisawa, a station on the Tokaido Railway, whence it is only  $2\frac{1}{2}$  miles distant, but the road offers no attractions. Though its Japanese name denotes an island, the place is really a huge rock joined to the mainland by a narrow isthmus, over which the tide often flows. The intense love of the Japanese people for natural beauty has invested this charming spot with a sacred character in their eyes. Its rugged outlines, the softly undulating dunes that approach it and the verdure that crowns it, have been combined by them into a legend, wherein the island is supposed to have risen suddenly from



**FUJI YAMA 12400 FEET ABOVE SEA-LEVEL.**

the ocean in order that the goddess Benten might descend and cast the spell of her loveliness over a ferocious dragon that inhabited a cave beneath, and used to devour a daily dole of little children from a neighbouring village. The cave is still Eno-shima's greatest sight. It pierces the base of the rock to a depth of 372 feet, and it possesses the ominous reputation of bringing estrangement, within a twelve-month, to any lovers that enter it in company. During the season of worship at the shrine on Fuji-yama (July 20th to the end of September), crowds of pilgrims make a *détour* through Eno-shima, and deprive the place of something of its restfulness. At other times, however, it is a delightful resort, well repaying a visit. Already many of the choice sites on the island and in its vicinity have been acquired by men of wealth for building sea-side villas.

### OISO.

Oiso, though a sufficiently flourishing town in the days when Kamakura was the military capital of Japan, now attracts attention solely for the beauty of its sea-scape and the excellence of its surf bathing. Before the renewal of intercourse with the Western world, the idea of private villas by the sea-side or in the mountains was practically unknown to the Japanese. When excessive heat in the lowlands, or hygienic considerations, suggested a change of air, all that could afford the luxury repaired to one of the celebrated spas in the hills, where excellent inns afforded

ample accommodation, and the visitors lived a kind of family life, free from all restraint except the dictates of courtesy. But among the nation's many adoptions of Western customs none has been more conspicuous of late years than a constantly growing tendency for the merchant, who formerly had no thought of domestic life beyond his business precincts, to build himself a suburban residence on the hills invariably found in the environs of a Japanese city, and for the nobleman or man of affluence to seek a pleasant site in the mountains or by the sea-side, and to erect there a *besso* with due accompaniment of garden and rockery. Oiso, Koiso, Odawara, Kamakura, Zushi, Eno-shima, Kanazawa, Tomioka, and other lovely little nooks along the shores of Sagami and the Izu promontory bear witness to this new taste, nor can there be any doubt that in the near future, when the whole of Japan is thrown open to foreign trade, travel and residence, many Europeans and Americans will learn to appreciate the advantages of seeking resorts in a country where not only scenic loveliness, a delicious climate and perfectly courteous neighbours are to be found, but where also a fortune insignificant in the West procures for its possessor comforts and consideration altogether out of traditional proportion to their cost. Tourists desirous of forecasting this phase of Japan's future, as well as of witnessing a succession of sea-scapes not equalled in many parts of the world, may spend a pleasant, wholesome and interesting time wandering from one to another of the places

mentioned here.

## YOKOSUKA.

Within ninety minutes of Yokohama by train lies Yokosuka, the site of the first Japanese dockyard. The town, though it has a very pretty position on a landlocked bay, owes its importance solely to the Government Dockyard and to the constant presence of men-of-war. It also derives much interest from the fact that Will Adams, the earliest English visitor to Japan, lived and died there, in the opening years of the seventeenth century. His tomb and that of his Japanese wife may be seen on the top of an eminence easily accessible from the railway station. A few years ago, the foreign residents of Yokohama subscribed a substantial sum to restore the tombs and to provide for their permanent guardianship. It is striking that the grave of the man who first taught the Japanese something about shipbuilding and navigation after the methods of Europe, should now look down on the place where, two hundred and fifty years later, his lessons first bore practical fruit.

## URAGA.

A traveller finding himself at Yokosuka with some leisure will be repaid by pushing on to Uraga, only  $4\frac{1}{2}$  miles distant. There, on both sides of a narrow strait, forming the entrance to Tokyo Bay, stands a town important in pre-Restoration days as the place where all ships had to stop and under-go inspection before proceeding up



the bay. Commodore Perry, when he came in 1853, bearing President Fillmore's letter to the Tokugawa Regent, anchored at Uraga, and was there visited by the Shogun's envoys. For its own sake, however, the place has no special interest.

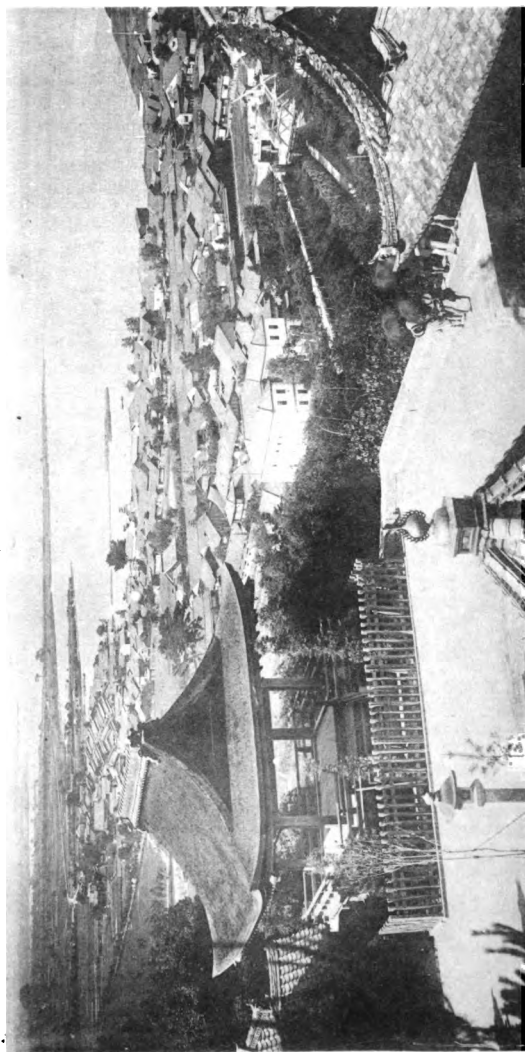
### HAKONE.

Hakone, as Western folks understand the term, designates the lake and village lying at the top of the celebrated mountain pass over which all travellers between the two capitals of Japan—the Imperial capital, Kyoto, and the Administrative capital, Tokyo—used of necessity to make their way in feudal times. When a Japanese speaks of Hakone, he means the whole mountainous district crossing the neck of Izu Peninsula, and his idea of a summer trip in that direction is a visit to the Seven Spas of Yumoto, Tonosawa, Miyanoshita, Kiga, Sokokura, Dogashima, and Ashi-no-yu. But this wide interpretation of the name is not current among foreigners.

Hakone is twenty-four hundred feet above the sea, and as the only route leading direct to it from the north passes through a forest and over big boulders, the place is emphatically difficult of access. Such, indeed, was the intention of those that planned the path: strategists, before everything, desired to isolate the northern regions, the realm of the Regency, as completely as possible from the south, and they purposely laid the road over steep gra-

dients and through rocky defiles until it reached the guard houses (*sekisho*) at the top, where every way-farer had to submit to strict examination, not even the privacy of a coiffure being permitted to ladies. Tourists with leisure, who desire to study Japanese life in its holiday aspects, may reach Hakone by easy stages, stopping *en route* at Yumoto and Tonosawa, among the cascades and swirls of the Hayakawa, or, higher up the pass, at Hata, a prosperous little hamlet before railways severed it from the great stream of travel that used to flow incessantly between the north and the south. The village of Hakone is dingy enough, a mere collection of wooden hamlets; but even wigwams would look graceful in such a picturesque environment. Many days many be delightfully spent wandering in the neighbourhood of this favourite spot, but as several writers—above all the industrious compilers of “Murray”—have described in detail these picnicing potentialities, they need not be dwelt upon here further than to offer one piece of advice to every tourist, namely, that he should not fail to visit Yama-naka, a hamlet lying half-way down the pass on the southern side, for whence one of the most superb prospects in all Japan may be viewed.

Hakone is most quickly accessible from Yokohama by taking train to Kozu, tramcar thence to Yumoto, and thereafter proceeding up the pass on foot, or in a *kago*,—if any European or American can adjust his large limbs to that peculiarly constrained conveyance—or in *Jinrikisha*. To



ARTO-TYPE.

VIEW OF LAKE BIWA, FROM THE MII TEMPLE.

TOKYO-INSATSU-  
KABUSHIKI-KAISHA.

pass along this route must always be a matter of duty to those bent upon "doing" Japan, but people of less rigid resolve generally prefer the *détour* by.

### MIYANOSHITA.

This is, *par excellence*, the fashionable mountain resort of Yokohama residents. It is certainly a delightful spot, the very centre of charming excursions, among which there is choice for either the athlete or the invalid; rejoicing in an atmosphere pure and exhilarating; furnished with a thermal spring so slightly medicated as to be universally usable; and possessing the best hotel in Japan. This last feature has, of course, much to do with Miyanoshita's popularity. There are many other places among the mountains far more richly gifted by nature than Miyanoshita, but there is only one place that has a Fuji-ya. From Miyanoshita visits may be paid to Kiga, overlooking the gorge of the Serpent's Bones; to Dogashima, deep down in a ravine noisy with watter-falls; to Kojigoku and Ojigoku, where the horrors on the threshold of hell and beyond its portals are vividly suggested; to Myo-jo-ga-take, whence a superb prospect unfolds itself on every side; to Ashi-no-yu, where the Japanese invalid's appreciation of a thoroughly sulphurous spa may be gauged by vivid object lessons; and to Otome-toge, where the incomparable grace of Fuji's slope—the boss "inverted catenary" of the world—may be seen from the snow-patch on its summit to the blue wave that laves its

foot. The ascent of Fuji is easy, and the effort is amply repaid, but the ways and means of making this pleasant excursion cannot be described here.

## TOKYO.

The tendency of tourists to make Yokohama their headquarters rather than Tokyo is an instance of men's readiness to sacrifice the most important objects of travel on the altar of creature comforts. When people visit Japan, it may be assumed that their purpose is to see Japan, and that the capital of the country with its innumerable points of interest, should be preferred by them to a foreign settlement as a place of sojourn. But in Yokohama the superiority of the hotels, the proximity of the banks, stores and shipping agencies, and the readier accessibility of various sources of pleasure, seem to constitute, in the eyes of many travellers, a sufficient reason for remaining in this essentially un-Japanese place. Tokyo, too, has hotels, one of which, the Imperial, though perhaps its capabilities are superior to its excellence, can boast a handsome building, spacious rooms, a very tolerable cuisine and a perfectly convenient situation; another, the Métropole, has a comfortable air of domesticity and no drawback except its comparative remoteness from centres of business or interest; a third, the Tokyo Hotel, offers the attraction of economical terms and exceptionally courteous management; and a fourth, the *Seiyo-ken*, enjoys the distinction of having been the pioneer inn for foreigners in

the capital, and has a branch establishment of the same name, most picturesquely situated in Uyeno Park, overlooking Shinobazu Lake. The worst accommodation offered by these hotels is not so much inferior to the best obtainable in Yokohama as to account for the predilection in question, other things being so very unequal.

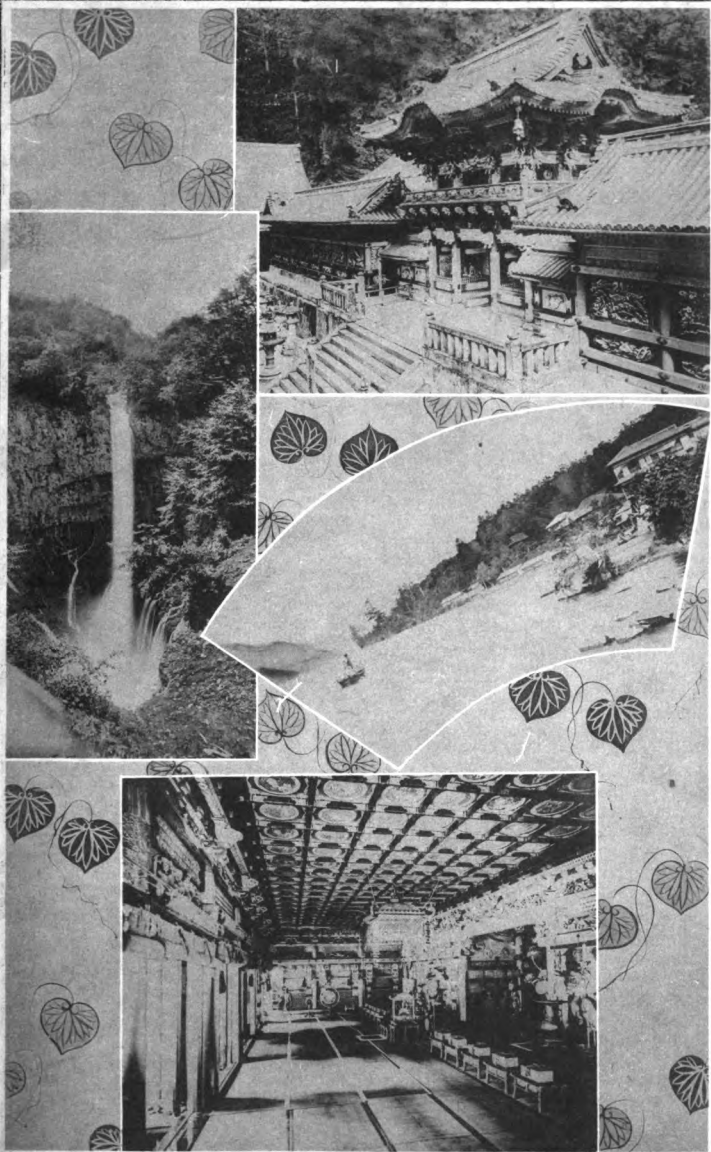
Tokyo covers a vast space in proportion to its population. Within a circumference of 30 miles and an area of 100 square miles, it houses only 1,303,876 people. This discrepancy between size and citizens is due to the fact that the city, originally a fortress, ultimately became, under the Tokugawa Regents, the compulsory residence of a host of feudal chiefs, the enclosures of whose mansions necessarily contained large barracks, spacious parade-grounds and extensive parks. With the fall of feudalism in 1867, these *yashiki*, as they were called, ceased to have any *raison d'être*, and their sites, though either absorbed into the streets or appropriated for purposes of State, still create great gaps in the continuity of the city proper. Thus, overlooking the place, one is astonished at the profusion of verdure that breaks the monotony of the roofs and softens the business aspect of the buildings. The old city, now that it has lost its long lines of trim barracks and luxurious *yashiki*, presents no striking architectural features except the central castle, colossally moated and gloriously timbered, once the stronghold of the Tokugawa Regents, now the Palace of the Emperor. Beyond the circle of the moats

rise the dwellings of the citizens, unpretentious structures, the lowliness of their character accentuated by imposing edifices that have grown up here and there, in deference to the new civilization, and by the disproportionate width that many of the streets have acquired under the provisions of recently enacted municipal regulations, which require that whenever a row of houses is destroyed by fire or becomes removable from other causes, the new buildings shall be pushed back so and so many yards from the edge of the old thoroughfare. Tokyo's existence, throughout its age of three centuries, has been a perpetual struggle with conflagrations, and the fight has left its traces in the shape of compact sombre-looking ware-houses, shuttered with iron plates or with solid slabs of seasoned plaster fire-proof like the walls. The busiest quarters of the city virtually consist of such structures, at once serving as dwellings for tradesmen and affording protection to their wares. There Tokyo remains much as it was a century ago. But in districts where incomes with less margin forbid such costly precautions, and where, consequently, the fires that lighten winter's nights carve fifty long lanes of blackened debris every year, the houses, in deference to modern regulations, keep perpetually shrinking back from the widening streets, so that an incongruity is suggested which will probably remain more or less *en evidence*, until the extensive programme of city improvement now in contemplation is carried out.

Speaking generally, the sights of Tokyo divide themselves into two classes: those that belong to the old civilization and those that belong to the new. Principal among the latter are the Houses of the Diet, the Imperial Printing Bureau, the Administrative Departments, the Barracks, the Arsenal, the Paper Mills and other factories, the Botanical Gardens at Koishikawa and the Zoological Garden in Uyenopark, the Banks, the Shrine of the Dead (Shokonsha) on Kudan, the Central Post Office, the Telephone Exchange, the Bazaars, the Prisons, the Okubo Monument, the Schools, the Library, the University and the Police Stations. Among the most attractive vestiges of the old civilization may be classed the Parks of Uyenopark and Shiba with their magnificent mausolea; the cemetery of the Forty-seven *Ronin* Asakusa; the various shows of plum, cherry, azalea and chrysanthemum blossoms, in their seasons; the Museum of Antiquities in Uyenopark; the temple of Monzeki; the theatres; and the wrestling matches at Eko-in, where a hundred thousand citizens, victims of the awful conflagration of 1657, lie buried in a common pit at a spot now trampled by the feet of athletes and desecrated by the shouts of pleasure-seeking crowds. Full descriptions of all these places are given in Murray's admirable "Handbook for Japan," compiled by Sir Ernest Satow, Mr. Consul-General Hawes, Mr. B. H. Chamberlain and Mr. W. B. Mason. There may be utility, however, in adding here that for those whose time is limited, the most advantageous



course is to visit the Parks at Uyeno and Shiba and their Mausolea; the Museum of Antiquities; the Government Printing Bureau; Asakusa; the Kudan Shrine; the cemetery of the Forty-seven *Renin* the Kabuki Theatre and the Bazaars. Tokyo has many bric-à-brac stores, not equal, indeed, to those Osaka and Kyoto in point of attractive arrangement and variety of specimens, but at the hands of men like Daizen in Nakadori, Fukui in the Main Street, Hayashi beyond Nihonbashi, and Domei in Nakadori, the amateur can generally count on treatment far less tortuous than is usually experienced in dealings with this class of tradesman. No lover of histrionic art should fail to visit the Kabuki Theatre, for the acting of Ichikawa Danjuro and his company is not surpassed by anything of the kind in Europe or America. There are several clubs in Tokyo, the Nobles' Club, the Military Club, the Naval Club and a mixed Club of foreigners and Japanese. The Tokyo Club numbered some two hundred Japanese among its original members, and is now largely supported by its Japanese element. During many years of its early existence it enjoyed the advantage of rent-free premises in a handsome building called the *Rokumei-kan* (lit. "Hall of the Stag's Cry;"), but the latter having now become the Nobles' Club, the members of the former—aided by a munificent grant of money from the Imperial Household Department—have acquired premises of their own within five minutes drive of the Shimbashi station. Tokyo has a Chess Club which



**KEGON FALL.**

**YOMEI GATE.**  
**CHUZENJI LAKE.**

— MUSEUM OF THE MUSEUM OF ISE SHRINE —

holds weekly meetings in the Tokyo Hotel, and has, of course, a foreign settlement, inhabited chiefly by missionaries. The foreign residents of the capital numbered 807 at the time of the last census, but many of them live outside the settlement, their status as employés of the Japanese Government or of Japanese private individuals entitling them to that privilege. These men constitute one of the most delightful societies conceivable, for being all specialists of more or less distinction, they bring to daily converse large stores of wide and varied erudition. Tokyo has also the advantage of the presence of the foreign *corps diplomatique*, all the Legations being situated there.

Probably these references to Tokyo's condition will not have been long in print before they cease to be wholly accurate. For, though the chief city of Japan, owing in great part to rivalries among its capitalists it has been slow in acquiring the conveniences of Western civilization, and is now awakening to its laggard state. Electric trams, elevated railways, good water-works, a harbour, central parks and such things will soon become accomplished facts. As to water-works, it is worthy of note that Japanese engineers, two and a half centuries ago, planned and constructed an aqueduct by which the city receives, from an intake twenty miles distant, a supply of water twice as great as that entering London. Now the project of building new water works is on hand which will be completed in a few years.

## ENVIRONS OF TOKYO.

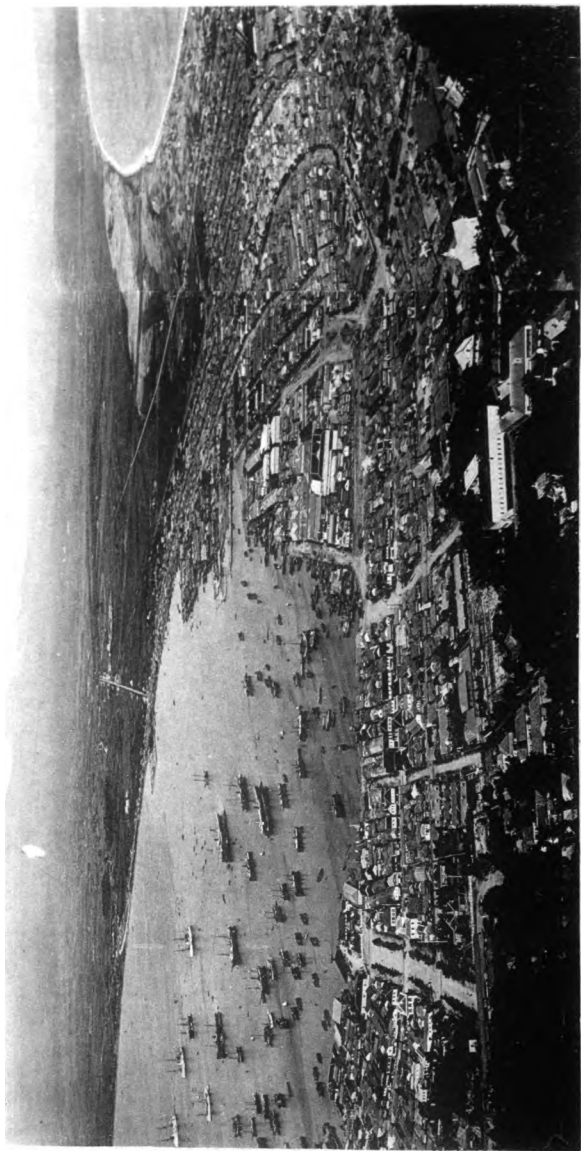
Places of note in the vicinity of Tokyo owe much to the season at which they are visited. A tourist finding himself in the capital at the end of April, should not fail to see the cherry avenues at Mukojima, at Asukayama and, above all, at Koganei and Uyenno, as also the wistaria at Kameido, and the azaleas at Okubo and I-no-kashira in June. The iris ponds of Horikiri afford a delightful spectacle, as do also the peonies at Honjo, at Meguro and at Komagome. In July, the only sight afforded by the capital can hardly be called suburban: it is the opening of the river (*kawa-biraki*), a species of evening fête organized by the tea-houses on the banks of the Sumida-gawa, when thousands of the citizens go afloat in canopied boats, to feast in the cool of early night, amid the tinkling of *samisen* and the cracking of fire-works. In August, the lotus-covered lake at Uyenno, with its lovely environment, furnishes a lasting memory. In October and early November, the chrysanthemums at Dango-zaka and Hiro-o-mura attract all holiday-keepers; and when the autumnal tints begin to glow, Oji, Ikegami and Koho-ji in the vicinity of Konodai are delightful resorts. Any one desirous of witnessing a great festival, thoroughly Japanese, cannot do better than visit Ikegami on the 12th and 13th of October, when the annual fête in Nichiren's honour draws tens of thousands of pilgrims to its celebration. At Futago, too, on the

limpid Tamagawa, a happy summer's afternoon may be spent paddling among the shoals in pursuit of the silver-sided *ai*; and in May, when the fall of the spring tide bares long stretches of beach at Shinagawa, a scene of picturesque animation is presented by gaily dressed maidens and youths delving for shell fish in ankle-deep water. There are other lions, permanently attractive, in the vicinity of the capital, but full descriptions of them must be sought in guide books.

## NIKKO.

Nikko has been more written about and more spoken about by foreign travellers than any place in Japan. The Japanese themselves eulogise it graphically in an apothegm that says, "Not to have seen Nikko is not to know beauty." Its charm lies chiefly in the fact that the finest creations of Japanese art may there be seen in combination with the loveliest examples of Japanese scenery—an exquisite harmony of man's best handiwork and nature's sweetest efforts. It has been said that the mountains, the cascades and the monumental forest-trees were there always, and that to these were added, in the seventeenth century, the magnificent mausolea of Iyeyasu and Iyemitsu. But that is not absolutely true, for it is plain that the environment of the Mausolea must have been adapted to their plan, and that the magnificent rows of *cryptomeria* leading to the shrines and the grand groves of giant trees guarding the tombs, must

have been planted as mere saplings when the corpse of the great Regent was interred at Hotoke-iwa on a spring day two hundred and seventy-nine years ago. In fact, the Nikko of the sixteenth century would look garish and flashy to eyes that have viewed its stately sobriety and mellow antiquity at the end of the nineteenth. Age has softened everything that was then gaudy, lent restfulness to colours obtrusive in their infancy, and changed nurseries of seedlings into groups of majestic forest kings. The Nikko of to-day ranks high among the loveliest sights that the world offers: it is as though Nature had lavished her best resources to provide a frame for one of Humanity's noblest art productions. Many days may be delightfully passed in any of the excellent inns established there during recent years—Kanaya, the Nikko Hotel, the Arai Hotel and so forth—for after the artistic beauties of the Mausolea have been examined, there remain a dozen scenic celebrities in the vicinity, each worthy of a visit. Tourists so fortunate as to be able to choose their own time, should go to Nikko in either May or October. Forests of glowing azalea blossoms in the former month, and grand autumnal tints in the latter, immensely enhance the glory of the place. To the foreign residents, however, it serves chiefly as a summer resort, for being within 5 hours of Tokyo by train, and lying two thousand feet above the sea, it combines accessibility with coolness. But though the nights are always fresh, rain and damp heat often mar the days. A much more delightful



**HAKODATE HARBOUR,**

climate is to be found at Chuzen-ji, by the shores of a beautiful lake, some 8 miles from Nikko and thirteen hundred feet higher. This charming spot promises to become one of the most fashionable summer resorts of Japan.

## NIIGATA.

This town, though among the places originally chosen for purposes of foreign trade, has proved a commercial failure as far as foreign trade is concerned, and has now no foreign residents except a few missionaries. From it, however, steamers ply—a five hours' trip—to the island of Sado, where may be seen silver and gold mines that have been worked from time immemorial. Niigata lies on the north-west coast, and although its population does not exceed fifty thousand, it enjoys the distinction of being the largest and most prosperous port on the western shore, and of standing on the banks of the Shinano, one of the three principal rivers in the Empire. An exposed situation and a troublesome bar at the mouth of the river are the obstacles to Niigata's development. Vessels are often obliged to discharge their cargo at Ebisu-minato in the island of Sado. The completion of railway lines now in course of construction will bring Niigata within a day's journey of Tokyo by train.

## OGINOHAMA.

This town, though of little importance for its own sake,



has an excellent harbour within the Bay of Sendai, and being one of the regular ports of call for steamers of the Company plying between Yokohama and Hakodate, is a convenient starting point for travellers desiring to visit the celebrated island of Kinkwa-zan and that most lovely archipelago of pine-clad islets, Matsushima. A steam-tug of the Company carries passengers from Oginohama to Shio-gama, (26 miles), and thence the railway can be taken to Sendai, one of the oldest and most prosperous towns in north-eastern Japan. Kinkwa-zan may be reached direct by sailing boat or steam-launch from Oginohama, the distance being only 25 miles, and no tourist should fail to visit this exquisite spot. As for Matsushima, it shares with Miyajima and Ama-no-hashidate, the reputation of being one of the three most picturesque scenes in Japan. From Sendai an easy trip brings one to this singularly beautiful maze of islets, said to number 808, varying from 10 to 300 feet in height, carved into fantastic shapes by the beating of the waves, and clothed with pine-trees in every nook. The coast northward of Oginohama now derives melancholy interest from the terrible catastrophe that befel it on the 15th of June, 1896, when a vast seismic wave, rolling in at half-past eight in the evening, killed twenty-seven thousand people, injured six thousand, and swept away or wrecked nine thousand houses,

## SAPPORO, OTARU AND HAKODATE.

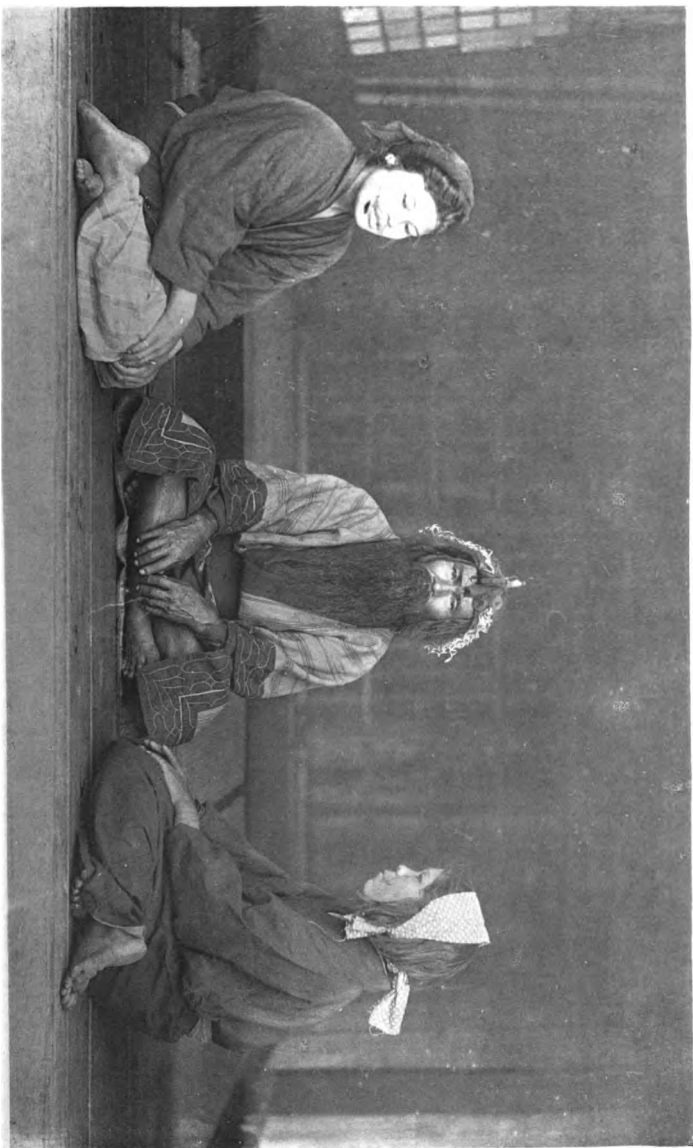
On the north of Japan lies a large island originally called Ezo, but now known as Hokkaido. Until the time of the Restoration it was inhabited almost entirely by the Ainu, or "aborigines of Japan, a race whose language and customs constitute an interesting study for ethnologists. The island was then virtually unproductive, though possessing large resources, and from an economical as well as a strategical standpoint its development became an object of great importance to the Central Government. It was renamed "Hokkaido," (north-sea circuit), and under the auspices of a Colonization Bureau measures were inaugurated to utilize its great capacities, maritime and agricultural.

On a stream (the Toyohira), running westward of the broad and fertile plain of Ishikari, a site was selected for the capital, Sapporo, and there, under official auspices, were established an agricultural college, a model farm and botanical gardens, a horse-breeding farm, and various factories for reeling silk, making sugar, grinding wheat, sawing timber, and so forth. Subsequently these were all handed over to private hands. The administration of the island, after various changes, is now directed by the Colonization Department of State. Large numbers of Japanese colonists have settled there; good roads have been constructed; and a railway runs from Sapporo to Otaru, 25 miles distant on

the west coast, and from Sapporo *via* the Horonai coal mines to Muroran, 109 miles distant on the south coast. Steamers of the Company ply daily from Muroran to Hakodate, and thence (a voyage of 5 hours) to Aomori, the northern terminus of the Japan-Railway Company's trunk line to Tokyo. A direct line from Sapporo to Hakodate is now in course of construction.

Hakodate, the chief town of the island, with a population of 70,000, is situated on a bay of the same name, sheltered behind by hills and having an excellent anchorage in front. It is one of the five original treaty ports, but its foreign commerce is not large, and it derives its principal importance from domestic trade. A plan is now on the *tapis* for improving the harbour and building a dock-yard. From Hakodate a visit may be paid to Yunokawa, a celebrated spa, and to Goryo-kaku, a fort some four miles distant, where a party of the last Tokugawa Regent's adherents, under the command of Viscount Enomoto, now Minister of State for Agriculture and Commerce, made their final stand against the Imperial forces.

Otaru ranks next to Hakodate in commercial importance, and enjoys the advantage of a splendid herring fishery. The scenery of Ezo differs from that of Japan, bearing a resemblance, rather, to that of north-central Europe. It must not be anticipated that the climate of the island is as cool in midsummer as its latitude suggests: from the middle of July to the end of August, much pleasanter retreats may

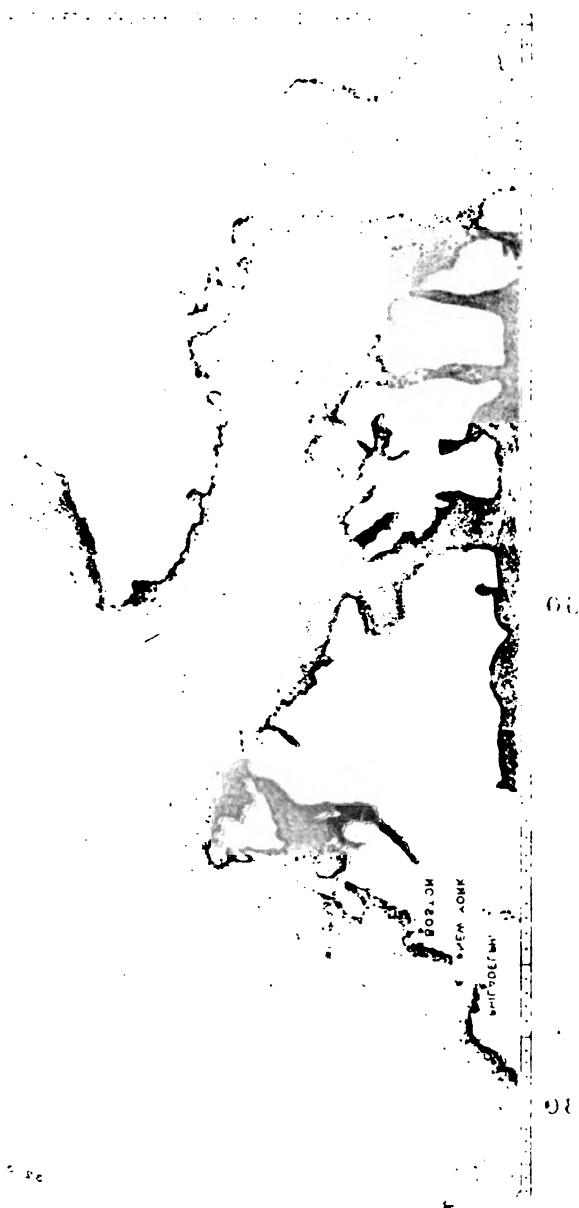


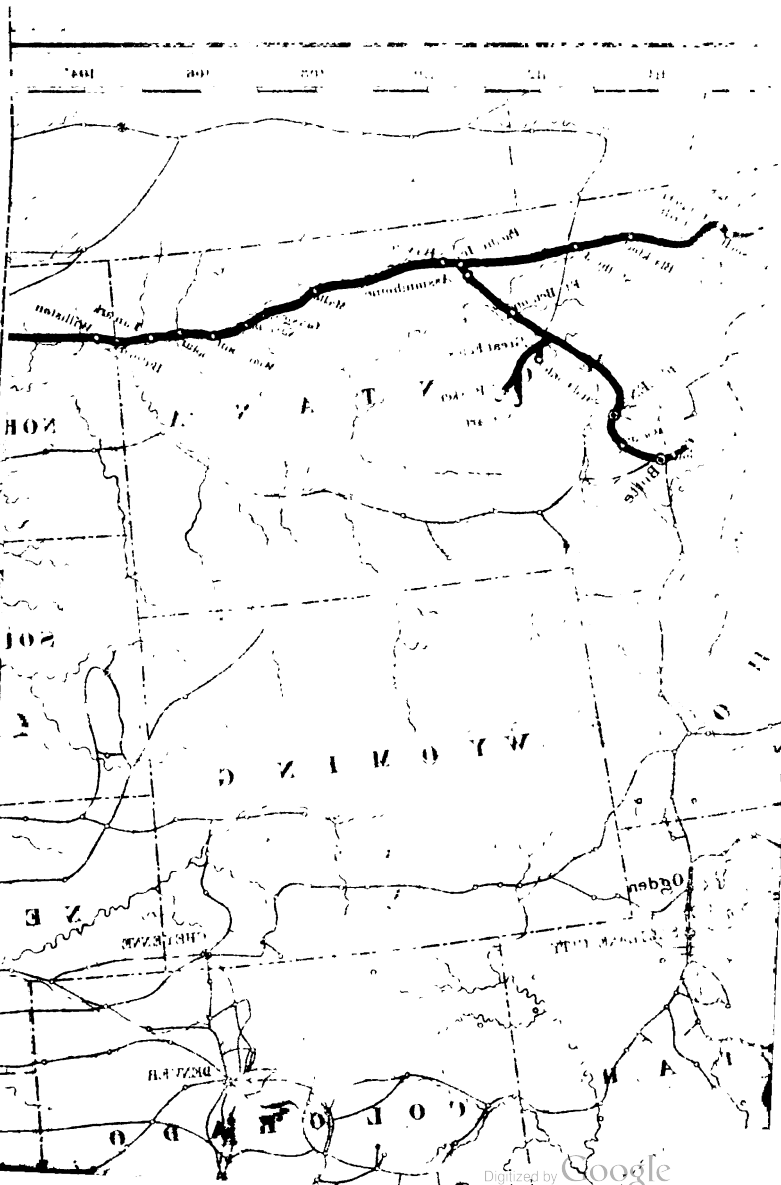
AINU SUBJECT "AT HOME."

be found among the mountains of the Main Island. But in June good salmon and salmon-trout fishing may be had, and in the autumn, snipe, duck and an occasional bear offer sport for the gun

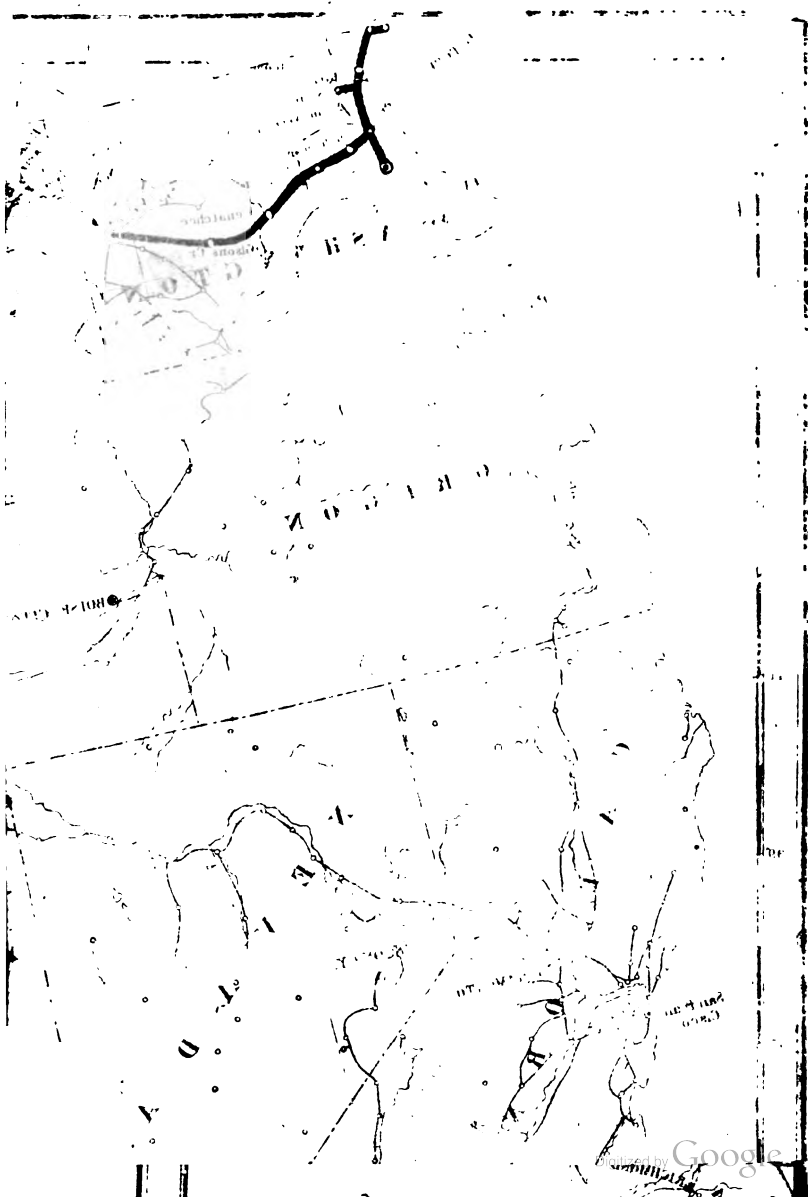












## PARTICULARS OF THE COMPANY'S SERVICES.

(Tariff Table on Page 98-102).

### EUROPEAN LINE.

(through the *Inland Sea*).

**A** regular Monthly service between **YOKOHAMA, LONDON** and **ANTWERP** has just been inaugurated by the Company. Steamers leave Yokohama on or about the 15th of every month calling on the way at **KOBE, SHIMONOSEKI, HONG-KONG, SINGAPORE, PENANG** (occasionally), **COLOMBO, PORT SAID** and **MARSEILLES**, taking through cargo to various ports on the continent of Europe.

The steamers now running on the line have excellent accommodation for first class passengers, but they will be replaced about the month of February 1897 by *six new and magnificent steamers each about of 6000 tons gross register* which are now being constructed in England.

This line connects at **KOBE** and **YOKOHAMA** with the Co's various routes extending to Chinese and Corean Ports and American, Vladivostock, Otaru and other lines.

### AMERICAN LINE.

The Company inaugurated on the 1st August 1896 a monthly service of Steamers to U. S. A. running between

the Ports of Kobe and Yokohama to Seattle via Honolulu working in connection at **SEATTLE** with the **GREAT NORTHERN RAILROAD**.

This Railway which passes through the valley of the Columbia River and the Rockies is one of the **MOST SCENIC LINES IN AMERICA**. The Rail equipment is surpassed by none and is far superior to the other Pacific Lines, not to speak of the elegant Buffet Library car which in itself is a great comfort and convenience to tourists.

Through tickets and through bills of lading between Yokohama, Kobe, Hongkong, Shanghai, Vladivostock, and other principal ports of Japan, China, Corea, Straits Settlements, Java, and Philippine Islands and points in America and Europe are issued by both Companies on application.

The Steamship Service is maintained by three Steamers of between 4000 to 5000 tons gross register provided with every accommodation of the latest modern boats.

The service will soon be extended to a fortnightly one with six new Steamers which the N. Y. K. are now building.

Steamers may sometimes omit calling at Honolulu, when freight arrangements necessitate their doing so.

## **AUSTRALIAN LINE.**

From the month of October the Company will establish a Regular Monthly Service for Australia between the Ports of Yokohama, Kobe, Shimonoseki, Nagasaki, Hongkong,

Thursday Island, Townsville, Brisbane, Sydney, Melbourne and Adelaide. For this service several new large steamers are now in course of construction.

### YOKOHAMA-BOMBAY LINE.

The Company's service on this route is maintained with three fast steamers of over 3000 tons gross register which have excellent accommodation for 1st class passengers, leaving each port every four weeks, and calling *en route* at **KOBE**, **SHIMONOSEKI**, **HONGKONG**, **SHINGAPORE**, **PENANG** (occasionally), **TUTICORIN** (occasionally), and **COLOMBO**; on the voyage homeward **TUTICORIN** is always called at, while **Shimonoseki** is omitted.

This line connects at **HONGKONG** with the Co's Vladivostock and Manila Lines; at **KOBE** with the Shanghai, Newchwang, Tientsin, Vladivostock, Otaru, and various coasting lines.

### YOKOHAMA-SHANGHAI LINE.

The Company maintains a weekly service between these ports with the Company's steamships "**KOBE MARU**" (2901 tons) "**SAIKIO MARU**" (2913 tons) and "**YOKOHAMA MARU**" (2305 tons), all of which are well known by those who have had experience on board these steamers, as the most excellent and comfortable passenger boats to be found in the East.

The Steamers leave **YOKOHAMA** every Tuesday at noon, and arrive at Shanghai the following Tuesday, calling on



TOKYO-INSATSU-  
KABUSHIKI-KAISHA.

S. S. "SAIKIO MARU,"  
DINING SALOON, FIRST CLASS CABIN AND SPAR DECK.

ARTO-TYPE.

the way at **KOBE**, **SHIMONOSEKI** and **NAGASAKI**. On the voyage to **YOKOHAMA**, they leave Shanghai either on Friday afternoon or Saturday morning, and arrive at Yokohama the following Friday afternoon via the above mentioned intermediate ports.

The world renowned **INLAND SEA** (Setouchi) is passed during the day time, expressly for the convenience of passengers who cannot fail but be attracted by the charming and beautiful scenes which vary from time to time throughout the whole day.

At Shanghai **THROUGH TICKETS** are issued to America and Europe through America in connection with the Company's Kobe-Seattle Line as well as with the P. M. S. S. Co. and O. & O. S. S. Co's. steamers.

During summer months, the Company issues **EXCURSION TICKETS** between Shanghai and Nagasaki at a greatly reduced rate for first class return passages.

At **YOKOHAMA** connection is made with the Pacific Mail and Occidental & Oriental Co's Steamers; at **KOBE** with the Co's European, American and Yokohama-Bombay Lines; at **KOBE** and **NAGASAKI** with the Tientsin, the New-chang, the Vladivostock, the Loochu, the Manila, and the Otaru boats; at Nagasaki and Shanghai with the Hong-kong-Vladivostock steamers.

## **HONGKONG-VLADIVOSTOCK LINE.**

This three weekly line is, in summer months, one of

the best patronized routes by foreign residents in the Far East. The route through which the S. S. "**SATSUMA MARU**" which is a first class boat provided with electric light and every convenience for passengers, runs in conjunction with another steamer of a similar type, affords to travellers the frequent opportunity to visit many interesting ports at which the steamers call, such as **HONGKONG, SHANGHAI, CHEFOO**, (China), **JINSEN** (Corea), **NAGASAKI** (Japan), **FUSAN** and **GENSAN** (Corea), but on the return voyage **NAGASAKI** or **MOJ** (Shimonoseki) is the only port touched at. During the height of Winter, when the frozen harbour of Vladivostock makes navigation impracticable, a steamer runs between **HONGKONG, SHANGHAI, JINSEN**, and **NAGASAKI**.

This line connects with the Company's European and Bombay Lines at Hongkong, and at Nagasaki with the Shanghai Mail boats etc.

*N. B.*—When Quarantine is enforced against the Port of Hongkong, this service is closed, and the two temporary routes, viz, Shanghai-Vladivostock, and Hongkong-Jinsen Lines are opened instead. For the former the S. S. "**Nagato Maru**" (1584 tons) leaves Shanghai every four weeks for Vladivostock, calling *en route* at Chefoo, Jinsen, Nagasaki, Fusan and Gensan, but on the return voyage the ports of Jinsen and Chefoo are omitted; for the latter line the S. S. "**Satsuma Maru**" (1866 tons) makes a four weekly trip between Hongkong, Shanghai, Jinsen and Nagasaki.

## KOBE-VLADIVOSTOCK LINE.

Starting from Kobe the Company's S. S. "**TOKYO MARU**"

(2194 tons) which is provided with every comfort and fitted with the latest improvements as a passenger boat, calls at **SHIMONOSEKI, NAGASAKI, FUSAN** and **GENSAN**, and completes a round voyage every three weeks or thereabouts passing between the picturesque and smooth waters of the Inland Sea on both the outward and homeward voyages.

In mid-winter, when the harbour of Vladivostock become frozen and navigation is rendered impracticable, **GENSAN** (Corea) becomes the terminus.

This steamer connects at **NAGASAKI, KOBE** and **YOKOHAMA** with the Shanghai Mails, also with the European, American, Australian and Bombay Lines, and at **FUSAN** with the Tientsin and Newchwang Lines.

### **KOBE-NEWCHWANG LINE.**

Newchwang, the only treaty port in the Liautong Peninsula, is that which was once occupied by the Japanese Army under General Yamaji after one of the most fiercely contested battles fought in the late War. It is the terminal port on this line, which is navigated by the Co's S. S. "**HIGO MARU**" (1,405 tons) at an interval of every four weeks. The steamer calls on the way at **SHIMONOSEKI, NAGASAKI, TSUSHIMA, FUSAN, JINSEN, CHEFOO, TAKU** (outport of Tientsin), in short the steamer touches at a large number of important ports on the coast of Japan, China and Corea in a very limited space of time.

In mid-winter **JINSEN** or **CHEFOO** becomes the terminus,



and trips are made every month.

This line connects at **KOBE** and **NAGASAKI** with the Co's Shanghai Mail steamers; at **KOBE** with the Bombay, Australian, American and the European Lines.

## KOBE-TIENTSIN LINE.

On this route between Japan and Tientsin, the principal port of the Chinese Empire, the Company maintains a four weekly steamship communication with its S. S. "**GENKAI MARU**" (1,409 tons), which was expressly built for this traffic and which affords excellent accommodation for passengers. This steamer leaves each Port every four weeks and calls at **SHIMONOSEKI**, **NAGASAKI**, **FUSAN**, **JINSEN** and **CHEFOO** *en route*.

At **KOBE**, this line connects with the Co's European and Bombay Lines; at **KOBE** and **NAGASAKI** with the Shanghai Mails; and at **FUSAN** with the Vladivostock Lines.

## YOKOHAMA-MANILA LINE.

A monthly service is maintained by the Company with a first class steamship having splendid accommodation for all classes of passengers.

The Steamer calls at **SHIMONOSEKI**, **NAGASAKI**, **FOOCHOW**, **AMOY** and the principal ports in Formosa, but on the return voyage only Amoy and Hongkong are called at.

## KOBE-OTARU LINES.

The Main Island of Japan is completely encircled by these lines starting from Kobe in two opposite directions, one of which takes the eastern direction via Yokohama, and is termed the **EASTERN ROUTE**, while the other going westward through the Inland Sea is called the **WESTERN ROUTE**, the particulars of which are as follows:—

### THE EASTERN ROUTE.

Seven large steamers are running on this route, sailing from Kobe every three days to **OTARU** via **YOKOHAMA**, **OGINOHAMA**, (from whence the renowned Matsushima is accessible) and **HAKODATE**.

### THE WESTERN ROUTE.

This route is served with four steamers of good carrying capacity. Starting from Kobe, the steamers pass through the world famous Inland Sea, calling *en route* at Onomichi then passing out of the Shimonoseki Strait, it touches at **SAKAI**, **TSURUGA**, **FUSHIKI**, **NAOYETSU**, **NIIGATA**, **SAKATA**, **TSUCHIZAKI**, **NOSHIRO** (all along Japan Sea coast) and **HAKODATE**, proceeding thence to **OTARU**.

During winter months, however, instead of **NAOYETSU**, **NIIGATA**, **SAKATA**, **TSUCHIZAKI** and **NOSHIRO**, the ports of **EBISU** (Sado Island), **TOBISHIMA** and **FUNAKAWA** are touched at.

These lines connect at **KOBE** and Yokohama with the Company's Tientsin, Newchwang, Loochu, Vladivostack, Bombay, Manila, European, American, Australian and Shanghai Lines; at **HAKODATE**, with various coasting lines of the Company.

### **KOBE-LOOCHU LINE.**

Loochu is one of the most interesting groups of little islets, forming the southern gate of the Japanese Archipelago, and can be reached from Kobe. A steamer leaves Kobe every fortnight, and calls on the way at **KAGOSHIMA**, the renowned Capital of the old Satsuma clan, and **OSHIMA** which is well known in connection with the late General Saigo, Takamori.

### **YOKOHAMA-OGASAWARA LINE.**

**(Bonin Islands Line.)**

The Company maintains two-monthly service with a steamer of about 1,500 tons capacity plying between these ports and calling on the way at the **ISLANDS OF MIYAKE SHIMA** and **HACHIJO SHIMA**.

### **YOKOHAMA-YOKKAICHI LINE.**

The Company maintains daily service between these ports with three vessels, leaving each port every day.

This line connects at **YOKOHAMA** with Shanghai-Yokohama, and Kobe-Otaru Lines.

## AOMORI-MURORAN LINE.

Steamship communication between the Main Island of Japan and Hokkaido (Yezo) is maintained by the Company with three steamers, which leave each port daily, calling at Hakodate on the way.

At Aomori this route connects with the Nippon Railroad Company's main line, and at Muroran with that of the Tanko Railway Company.

## HAKODATE-NEMURO LINE.

One steamer performs a regular service on this line. During the winter season however when the frozen harbour of Nemuro renders navigation impracticable the voyage is performed as far as HANASAKI only. From Hanasaki to Nemuro the distance is  $7\frac{1}{2}$  miles, and can be reached on horseback or by omnibus.

The line connects at HAKODATE with the Kobe-Otaru line.

## OTARU-SOYA LINE.

With the exception of mid-winter, one steamer makes a trip regularly between these ports calling at MASHIKE, YAKESHIRI, REBUN and RISHIRI.

## NEMURO-KURILE ISLANDS LINE.

This line has one steamer, which maintains a regular

service calling at the **KURILE ISLES, KITAMI** and adjacent Islands.

### **KOBE-KEELUNG LINE.**

From the month of September a new regular service of steamers will be established between **KOBE** and the Port of **KEELUNG**, Formosa via **UJINA, SHIMONOSEKI** and **NAGASAKI**.

For this service, first class passenger steamers will be employed making regularly four voyages per month.

This line connects at **KOBE, SHIMONOSEKI** and **NAGASAKI** with various other lines of the Company.

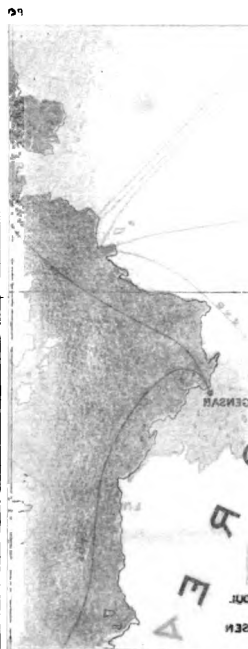
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In addition to the foregoing Regular lines there are frequent services between the coasting ports of Japan.

The Company also runs occasional steamers to **New Caledonia, the Fiji Islands, Saigon** and **Java**.

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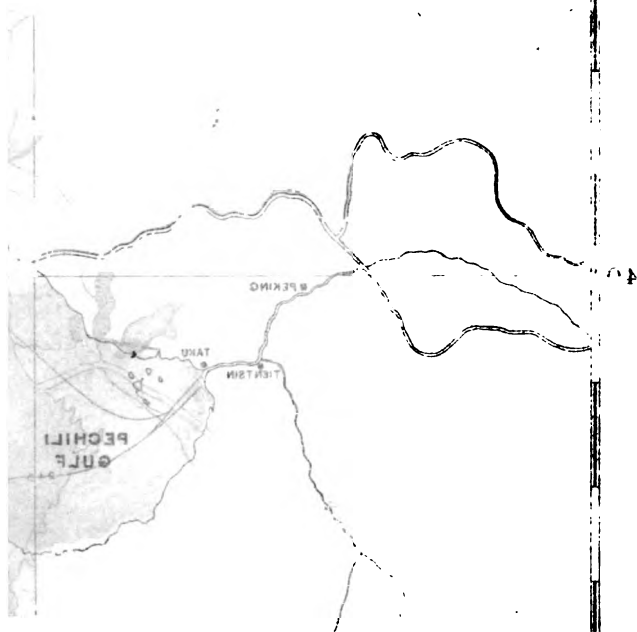
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## CONDITIONS OF PASSAGE.

1. The Passenger Tariff Rates for the various steamship lines of the Company are as shown in the published Tariff tables: Children travelling with parents or guardians pay as follows.

Under four years of age - - - - - Free.

Over four and under twelve years - - Half fare.

Over twelve years - - - - - Full fare.

2. Cabin passengers are only entitled to a single berth in use of the state rooms. The exclusive use of a whole cabin may be secured upon paying in addition to the regular fare one-half fare for every unoccupied berth contained in the same cabin.

3. Tickets can be purchased at any branch office or agency of the Company. Passengers booking on board are charged ten percent above the ordinary rate of fare.

4. Passengers must state their names, addresses, and profession or business in which they are engaged, at the Company's branch office or agency where they purchase tickets when requested to do so by the officer in charge.

5. All the expenses incurred in landing or embarkation, transshipments or in moving from one steamer to another, such as sampan or steam-launch fees, and also the expense for transfer of baggage to and from steamers are to be defrayed by passengers themselves.



6. When a steamer provided with 2nd class accommodation is temporarily placed on lines for which there is no established second class tariff rates, tickets for such class may be issued good only for the steamer in question.

7. On lines for which there is no established round trip rates, return orders may sometimes be issued when there is a prospect of the sailing of steamers within a reasonable time, at a reduction of 20% on the return fare (i. e. 10% reduction on the round fare).

8. Tickets are only available for the steamer for which they are issued. But they can be made available for the following steamer, bound for the same port, if application for such transfer be made to the Company's Agent within twenty four hours after the departure of the steamer for which said tickets were issued; always provided there is room on board.

N. B.—For the passage between Aomori, Hakodate, and Muroran, the use of a ticket for the following steamer is not allowed.

9. A ticket can only be used by the person designated therein and will on no account be transferred to any other party.

10. Tickets may be cancelled and fares, less ten per cent, refunded if application be made within twenty four hours after the departure of the steamer for which they were issued.

11. A return order is available for 90 days, exclusive of the day of issue. It is not transferable but passengers

have the option of surrendering it at any time within 120 days from its issue, the Company refunding the sum charged less 10 % .

12. Should any holder of a return order avail himself of it only for a portion of the return passage, the Company will refund him its face value, less ordinary fare with a discount of 20 % for the portion of the journey accomplished.

13. The Holder of a return order or ticket wishing to sail for some other port in one of the Co's steamships instead of making the return voyage, may have refunded the sum charged him without discount and may purchase a fresh ticket for the port desired to be reached.

14. Should any passenger wish to stop over at any intermediate port, an application should be made for a stop-over-pass prior to leaving the steamer.

15. This pass is available for 60 days, exclusive of the day of issue. In case, however, no steamers sail within the prescribed limit to the port for which the ticket was issued, the time will be extended until an opportunity is given for the passenger to avail himself of the Company's steamship to the destination desired.

16. Passengers leaving a steamer before arrival at the port, for which their tickets were issued, will not be entitled to any refund of fare for the unaccomplished portion of the voyage.

17. Should a passenger desire to extend his voyage

on board the same steamer, for instance, should he book at Shanghai for Kobe and wish to extend the journey to Yokohama, the fare will be as given in the ordinary list of fares.

18. Passengers holding return orders or stop-over-pass must give the Company's Agent timely notice which steamer they intend to reembark in; otherwise the Company cannot guarantee such passengers any accommodation on board.

19. For all steamers of the Company on Foreign Lines, except those plying between Osaka, Kobe and Jinsen, and on Kobe-Gensan Line, the 1st Class fare includes foreign food; but on coasting steamers Japanese Food only is generally provided. However should any one of the steamers be provided with accommodation for serving Foreign Food, it can be obtained by payment of the following extra rates.

1st class ----- 2 Yen per day.

2nd class ----- 1 Yen per day.

Steerage ----- 50 sen per day.

Two meals will be charged as one day, one meal one half day.

20. Passengers are allowed the following baggage free:—

Adult 1st class cabin passengers ----- 100 lbs.

„ 2nd „ „ „ ----- 75 lbs.

„ Steerage „ „ ----- 50 lbs.

Children in proportion to the fares paid.

21. All baggage is at passengers' risk on board steamships.

22. All baggage in excess of the free allowance limits to be paid for at current rate of freight.

23. Merchandise and Treasure exceeding 500 yen do not come under the head of baggage, but must be declared and freight paid according to the tariff rate. Any passenger detected in infringing this rule will be charged 5 times the ordinary tariff rate.

24. Passengers are strictly prohibited from carrying *gunpowder* or any other *Articles of explosive or inflammable nature* among their baggage without permission of the commander. Any one, violating this rule, will be fined Yen 500 as prescribed by the law of Japan.

25. Dogs and pet birds belonging to passengers will be carried at owners' risk. They must be placed in cages or dog kennels.

The rate of charges for them can be obtained from the Purser or Co's Agents. They will be kept on deck and not allowed to enter the saloon or state rooms, and their food must be provided by owners themselves.

26. Passengers are prohibited from conveying beer, wines, and spirits of any kind on board. These may be purchased on the Co's steamships at a reasonable price.

27. The Company will not be responsible or liable for detention and expenses consequent upon the postponement of steamer's departure, or steamer being put back to the

port of embarkation, through unfavourable weather or any other circumstance or for the convenience of the Company.

28. Servants must be provided with tickets in the same manner as other passengers.

29. Servants paying steerage fares may enter the saloon to wait on their masters, but will in no case be permitted to eat or sleep there. If cabin accommodation is required full cabin fare must be paid.

30. Passengers must comply with regulations established on board the steamship for general comfort and safety.



## Cabin Regulations.

The following cabin regulations, printed both in English and Japanese, are posted in all saloon cabins.

- (a) Smoking is prohibited in the cabins and saloons. In the places, where it is allowed (upper deck and smoking room) passengers should be careful not to drop matches or burning tobacco.
- (b) All lights will be extinguished at 11 o'clock p. m. None will be allowed after that hour except in case of sickness, when permission must be obtained from the commander.
- (c) Passengers must on no account light candles, paper lanterns or lamps, whether belonging to themselves or to the ship, nor must they on any account use fire-pots (*Hibachi* and *Tabako-ben*).
- (d) Dogs, birds, or animals of any kind are not allowed in the cabins or state-rooms. All such must be shipped as freight and paid for.
- (e) Passengers are strictly prohibited from carrying gunpowder, or any article of an explosive, of inflammable nature among their luggage.
- (f) Only trunks, bags, or such other luggage that will not soil the state rooms will be allowed therein.
- (g) Passengers are requested to take all possible care of their baggage. In case of its being lost, the company will not be responsible, but will make every effort to recover the same.
- (h) The wearing of Japanese *Geta* (clogs) in any part of the ship is prohibited.
- (i) Gambling is strictly prohibited.
- (k) A proper respect for the passengers requires that every one should appear at the table in decent apparel; no one who is not decently dressed will be allowed to sit down.
- (l) At meals, passengers will please occupy the seats assigned to them.

- (m) Passengers wishing for wine at meals will please order before the bell rings, as the servants will not be allowed to leave the table until all are served.
- (n) Passengers are requested to report to the commander any want of attention or incivility on the part of the servants.
- (o) An inspection of the cabins, and state rooms by the officers of the ship will take place at 11 o'clock a. m.
- (p) Guns or pistols must not be fired from any part of the vessel without the commander's permission.
- (q) Bedding or other articles must not be removed from the cabins and state rooms.
- (r) Passengers are requested not to enter places provided for the exclusive use of the ship's officers and crew.
- (s) Passengers are requested not to converse with the officers on deck. No interference with the officers and crew in the performance of their duty will be tolerated.
- (t) In the event of accident, passengers are assured that every exertion will be made by the commander and officers of the ship to protect life and property.
- (u) Unnecessary excitement and confusion will only serve to increase the danger. Any attempt to take possession of the boats or life-raft will be at the peril of those making it; but passengers are requested to hold themselves in readiness to render any assistance that may be required of them by the commander.

Passengers are notified that false alarms of fire by ringing the bell or blowing the whistle are occasionally given during the voyage for the purpose of drilling the crew. This notice is given in order that passengers may feel no uneasiness on such occasions.

## CAUTION.

500 Yen and 200 Yen Penalties.

## DANGEROUS GOODS.

The Nippon Yusen Kaisha hereby give notice that they will not receive on board of their vessels any goods of a dangerous or damaging nature; and the attention of shippers and passengers is especially directed to the following clauses in the "Imperial Act of 1873" relative to articles of this description which run in substance as follows:—

*" If any person sends or attempts to send by any vessel  
 " any dangerous and damaging goods such as Gunpowder,  
 " Saltpetre, Sulphur, Oil, Liquids or any other goods of  
 " dangerous and putrescible nature, without distinctly mark-  
 " ing their nature on the outside of the package containing  
 " the same, or writing in the Bill of Lading the nature of  
 " such goods, or getting permission of the master or owner of  
 " the vessel at or before the time of sending the same to be  
 " shipped, or taking the same on board the vessel, he shall  
 " incur a penalty not exceeding FIVE HUNDRED  
 " YEN.*

*" If any person knowingly sends or attempts to send by any  
 " vessel any goods of dangerous and damaging nature under  
 " a false description, he shall incur a penalty not exceeding  
 " FIVE HUNDRED YEN; and if not reported to the  
 " authority when found, a penalty of not exceeding TWO  
 " HUNDRED YEN shall be imposed on the master or  
 " owner of the vessel.*





## GENERAL INFORMATION TO TRAVELLERS.

### Treaty Limits.

At the open ports and cities, foreign visitors may go where they please without a passport within the limits as given herebelow:

**At TOKYO**,—The Edogawa (Shin-Tonegawa) from its mouth as far as Kana-machi, thence to Senju by the Mito Road. From Senju along the course of the Sumidagawa (called Arakawa and Todagawa higher up) to Furiyanokaminogo, thence to the ferry of Hino of the Tamagawa.

**At OSAKA**,—On the south, the Yamatogawa from its mouth as far as Funabashimura, and a line drawn from that place through Kiokojimura to Sada. The town of Sakai is included.

**At YOKOHAMA**,—To the Tamagawa, and 10 *ri* or 24.29 miles in any other direction from the KENCHO (Prefecture Office).

**At KOBE**,—10 *ri* in any direction, that of Kioto excepted, which city is not to be approached nearer than 10 *ri*.

**At NAGASAKI**,—A line drawn from Yuyemura of Kitatakaku-Gori, through Mounts Taradake and Fudoyama to Sonogimura on the shore of the Gulf of Omura. Following islands are included: Iwojima, Takashima, and smaller island close to the harbour.

**At NIIGATA**,—10 *ri* in any direction, and also include the Island of Sado.

**At HAKODATE**,—10 *ri* in any direction by land.



### **Passports.**

In order to travel beyond the Treaty Limits it is necessary to be provided with a passport issued by the Japanese Authorities. Foreigners should apply direct to their Minister at Tokyo, early enough to have the Passport sent to meet them at the port from which they intend to begin their journey.

Passports for Kyoto, Nara and the Lake Biwa can be obtained at Kobe from the local authorities through the Consul.

Passports for Miyanoshita, Hakone and Atami may be similarly obtained at Yokohama. A fee 20 *sen* is charged for each local passport.

At Nagasaki, passports to visit the baths Takeo and Ureshino can be obtained at once, on application to the Consul, or directly, according to the nationality of the traveller.

For all other parts of the country, application must be made to the Consul, stating length of time for which the passport is required, district which it is intended to visit, and the object of the journey. The latter must be stated as

“for benefit of health” or “scientific investigation.” To avoid unnecessary trouble, the traveller should simply specify the name of the provinces or prefectures which he desires to visit.

At the expiration of the journey, the passport must be returned to the Consulate from which it was received.

In order to prevent intrusion on the part of policemen or petty local officers, travellers are recommended to entrust their passports to their servants, who should be instructed to show them on demand.



### Currency.

The unit of money is *yen* or dollar. One *yen* contains 100 *sen* or cents; one *sen* contains 10 *rin*. The currency consists of gold which is practically rarely seen; of silver pieces of 1 *yen*, 50 *sen*, 20 *sen*, 10 *sen*, and 5 *sen*; of nickel pieces of 5 *sen*; of copper pieces of 2 *sen*, 1 *sen*,  $\frac{1}{2}$  *sen*, and 1 *rin*; of bronze pieces representing 2 *rin*,  $1\frac{1}{2}$  *rin* and 1 *rin* respectively, having a square hole in the centre, issued during the feudal days; and of paper money worth 20 *sen*. 50 *sen* 1 *yen*, 5 *yen*, 10 *yen* and various larger sums, equivalent to silver in value.

It is best to travel with paper money, because of its convenient portability, and because the inhabitants in the interior are better acquainted with it than the silver *yen*.

The traveller should learn the difference between the various notes for the value above mentioned and he is advised to take with him no notes of a larger value than 10 *yen*, as it is often difficult to get change except in large towns.

## Weights and Measures.

### WEIGHTS.

10 <i>fun</i>	make 1 <i>momme</i>	(3.76 grams. or {	Avoir. 3.12 drams. Troy. 2.42 dwt.
1000 <i>momme</i>	,, 1 <i>kwan</i>	(3.76 kilograms. or {	Avoir. 8.23 lbs. Troy. 10.07 lbs.
1 <i>kwan</i>	=	6½ <i>kin</i> .	
1 <i>kin</i>	=	160 <i>momme</i>	(6.01 hectograms. or {
			1.31 lbs avoird. 1.61 lbs troy.
1 lb. avoird	=	121 <i>momme</i> .	
1 ounce	=	7.57 ,,	
1 gramme	=	4.72 <i>fun</i> .	

### LONG MEASURE (*Kano-Jaku*).

10 <i>bu</i>	make 1 <i>sun</i>	(0.30 decimetre or 1.19 inches).
10 <i>sun</i>	,, 1 <i>shaku</i>	(3.03 ,, or 11.93 ,, )
10 <i>shaku</i>	,, 1 <i>jo</i>	(3.03 metre or 9.94 feet).
6 ,,	,, 1 <i>ken</i>	(1.82 ,, or 1.99 yards).
60 <i>ken</i>	,, 1 <i>cho</i>	(1.09 hectometre or 5.42 chains.)
36 <i>cho</i>	,, 1 <i>ri</i>	(3.93 kilometres or 2.44 miles.)
1 metre	=	3.30 <i>shaku</i> .
1 foot	=	1.01 ,,
1 mile	=	14.75 <i>cho</i> .

### CLOTH MEASURE (*Kujira-Jaku*).

10 *bu* make 1 *sun*.

10 *sun* make 1 *shaku*.

10 *shaku* „ 1 *jo*.

In this measure, *bu* etc., are  $\frac{1}{4}$  longer than that of Long Measure.

### LAND MEASURE.

The unit is the *tsubo* (1 *ken* square), nearly equivalent 3.81 square metres or 4 square yards. An acre is nearly equal to 1,210 *tsubo* or 4 *tan* 1 *se*.

30 *tsubo* make 1 *se*.

10 *se* „ 1 *tan* (9.92 acres or 0.25 acre.)

10 *tan* „ 1 *cho* (2.45 acres.)

36 *cho* „ 1 *ri* (15.42 sq. kilo or 5.96 sq. miles.)

### CAPACITY MEASURE.

The unit is *koku*.

10 *seki* make 1 *go* (0.18 litre or  $\begin{cases} 1.37 & \text{gill liq.} \\ 0.08 & \text{peck dry.} \end{cases}$ )

10 *go* „ 1 *sho* (1.8 „ or  $\begin{cases} 1.59 & \text{quart liq.} \\ 0.30 & \text{peck dry.} \end{cases}$ )

10 *sho* „ 1 *to* (18.04 „ or  $\begin{cases} 3.97 & \text{gallon liq.} \\ 1.99 & \text{peck dry.} \end{cases}$ )

10 *to* „ 1 *koku* (180.39 „ or  $\begin{cases} 39.70 & \text{gallons liq.} \\ 4.96 & \text{bushels dry.} \end{cases}$ )

### Posts.

The Japanese Post and Telegraph services are universally admired. Letters and papers, can be forwarded with perfect safety and rapidity to the different stage of a journey.

### Rates of Postage.

#### DOMESTIC (the Korean Ports included.)

**Letters.** Per 2 *momme* or  $\frac{1}{4}$  ounce or fraction thereof...2 *Sen.*

**Postal Cards.** Single .....1 "

With prepaid reply .....2 "

**Newspapers and Periodicals.** When posted  
singly per 16 *momme* or 2 oz. or fraction  
thereof ..... $\frac{1}{4}$  "

A packet containing 2 or more, 16 *momme*  
or 2 oz. fraction thereof.....1 "

**Printed Matters, Books, and Samples of  
Merchandise.** Per 20 *momme* or  $3\frac{1}{4}$  or  
fraction thereof.....2 "

#### FOREIGN.

**To all Union Countries:** Letters, per 15 grammes...10 *Sen.*

**Registered Letters** per 15 grammes..10 "

**Single Postal Card**,.....3 "

**Postal Card with prepaid reply**,..6. "

**Printed Matters**, per 50 grammes.....2 "

**Samples of Merchandise**,  
50 grammes or under.....3 "

100 grammes or under .....4 "

per 50 grammes above 100 .....2 "

**Commercial Papers**,

50 grammes or under.....6 "

100 " " " .....7 "

150 " " " .....8 "

200 " " " .....9 "

250 gramme or under.....	10	Sen.
Per 50 „ above 250 .....	2	„
To the United States of America, Canada, Vladivostock, and the China Ports:		
Letters, per 15 grammes.....	5	„
Registered letters, per 15 grammes.....	10	„
Single Postal Card,.....	2	„
Postal Card with prepaid reply,.....	2	„
Printed Matters, per 50 grammes.....	1	„
Samples of Merchandise,		
100 grammes or under.....	2	„
Per 50 grammes above 100.....	1	„
Commercial Papers,		
250 grammes or under.....	5	„
Per 50 grammes above 250 .....	1	„

### Post Money Orders.

The Post Money Order system is completely efficient, and it will be found most beneficial by travellers, who wish to avoid carrying about much money. The sum of a bill not more than 80 *yen* can be forwarded by order at following rates anywhere in Japan:

Small Order.	Not more than	3 <i>yen</i> .....	3 <i>sen</i> .
Regular Order.	{	„ „ „ 5 „ .....	4 „
		„ „ „ 10 „ .....	6 „
		„ „ „ 20 „ .....	10 „
		„ „ „ 30 „ .....	15 „

**And to Shanghai,**not more than 10 *yen*.....10 *sen*.

" " " 20 " .....20 "

" " " 30 " .....30 "

**Parcel Post.**

Articles except letters and goods mentioned at the Article 16 of the Imperial Post Regulations may be posted at following rates under the limit of 2 *shaku* or feet in length, breath and depth,  $\frac{1}{2}$  *kwan* or 12 $\frac{1}{2}$  lbs in weight.

Distance. Weight.	Under. 10 <i>ri</i> .	100 " <i>ri</i> .	Beyond. 100 <i>ri</i> .
Under 200 momme	5 <i>sen</i> .	8 <i>sen</i> .	16 <i>sen</i> .
" 400 "	7 "	12 "	24 "
" 600 "	9 "	16 "	32 "
" 800 "	11 "	20 "	40 "
" 1 <i>kwan</i>	13 "	24 "	48 "
" 1 $\frac{1}{2}$ "	15 "	28 "	56 "
" 1 $\frac{1}{2}$ "	17 "	32 "	64 "


**Telegraphs.**

The Post and Telegraph Offices are combined in most town of any size. Telegrams in any of the principal European languages cost 5 *sen*, per word, with a minimum charge of 25 *sen*, addresses being charged for. A telegram in Japanese of 10 *kana* characters costs 15 *sen*, addresses



languages can be procured by applying at any of the hotels, or the Guides Association called Kaiyusha at Yokohama and Kobe, with branches at Tokyo and Kyoto. The fixed charge is advertised as follows:—One *yen* per day for a party of one or two tourists; over two 25 *sen* added for each tourist. In all cases the employer must pay the guide's travelling expenses, and the latter is to be allowed one *yen* per day in addition for his hotel expenses.

Those knowing a little Japanese may feel themselves more their own masters by hiring a man-servant, or boy, who is able to cook and has no objection to perform menial services, nor has his own opinions as to the route which it will be best to take.



# OF DISTANCES.

meas between Points in Japan.

F	Via Fusan.	H	Via Harbin.
K	Via Kobe.	N	Via Nagasaki.
S	Via Shimoda.	Y	Via Yokohama.

Between points on coast of H.

Osaka	77	170	172	204	220	22
Kobe	92	118	170	248	47	
Yokohama	40	78	229	2		
Shimoda	30	201				

Hakodate.

Boys	42	48	54	60	66	72	78	84	90	96	102	108	114	120	126	132	138	144	150	156	162	168	174	180	186	192	198	204	210	216	222	228	234	240	246	252	258	264	270	276	282	288	294	300	306	312	318	324	330	336	342	348	354	360	366	372	378	384	390	396	402	408	414	420	426	432	438	444	450	456	462	468	474	480	486	492	498	504	510	516	522	528	534	540	546	552	558	564	570	576	582	588	594	600	606	612	618	624	630	636	642	648	654	660	666	672	678	684	690	696	702	708	714	720	726	732	738	744	750	756	762	768	774	780	786	792	798	804	810	816	822	828	834	840	846	852	858	864	870	876	882	888	894	900	906	912	918	924	930	936	942	948	954	960	966	972	978	984	990	996	1000
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LONDON  
ANTWERP.

MAR	15 00	65 00	75 00	75 00	90 00	95 00	95 00	Steerage,
Y. S.								
60 00	90 00	245 00	280 00	280 00	330 00	350 00	350 00	1st Class Single
45 00	65 00	175 00	200 00	200 00	230 00	250 00	250 00	2nd " " "
18 00	26 00	70 00	80 00	80 00	95 00	100 00	100 00	Steerage.

Between points on the south-  
west coast.

Between Yokohama and  
Ossaka.

Year	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

Between the ports of the Eastern and Northern Coas

Year	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

# PASSENGER TARIFF.

## PROVISIONAL (OUTWARD) TARIFF, EUROPEAN LINE.

Foreign Food is provided for First and Second Class, and Steerage Passengers.

Passengers for Antwerp, while on board in London, are required to pay extra for their food.

The Passenger Rates at Colombo, Port Said and Marseilles are to be calculated at the rate of Exchange, on a basis of Rupees 2, and Francs 3, respectively per Yen.

1 Yen is equivalent of 1 Mexican silver dollar.

### YOKOHAMA.

	Y.	S.	
KOBE.	10 00		1st Class Single
	6 00		2nd " "
	2 50		Steerage.

	Y.	S.	
HONG KONG.	45 00	50 00	1st Class Single
	30 00	35 00	2nd " "
	15 00	17 00	Steerage.

	Y.	S.	
SINGAPORE.	55 00	95 00	1st Class Single
	40 00	70 00	2nd " "
	15 00	30 00	Steerage.

	Y.	S.	
PENANG.	20 00	70 00	1st Class Single
	15 00	50 00	2nd " "
	5 00	20 00	Steerage.

	Y.	S.	
COLOMBO.	35 00	55 00	1st Class Single
	25 00	40 00	2nd " "
	10 00	15 00	Steerage.

	Y.	S.	
PORT SAID.	210 00	245 00	1st Class Single
	150 00	175 00	2nd " "
	60 00	70 00	Steerage.

	Y.	S.	
MARSEILLES.	50 00	225 00	1st Class Single
	35 00	160 00	2nd " "
	15 00	65 00	Steerage.

	Y.	S.	
LONDON ANTWERP.	60 00	90 00	1st Class Single
	45 00	65 00	2nd " "
	18 00	26 00	Steerage.

# KOBE-SEATTLE LINE.

PASSAGE RATES FROM JAPAN AND CHINA TO AMERICA AND EUROPE

From	TO	First Class	Second Class	Third Class
<b>Hong Kong, Shanghai</b>	Honolulu	<i>Gold</i> \$ 115.00	<i>Gold</i> \$ 81.00	<i>Gold</i> \$ 25.00
<b>Yokohama, Kobe</b>	Seattle	150.00	106.00	35.00
" "	Honolulu	95.00	56.00	18.00
" "	Seattle	135.00	95.00	28.00
<b>Honolulu</b>	" "	75.00	50.00	15.00
<b>Hong Kong, Shanghai</b>	Portland } Vancouver } Tacoma } Victoria }	150.00	106.00	35.00
" " "	St. Paul } Minneapolis } Superior } Duluth } Sioux Falls } Yankton } Sioux City }	170.00	130.00	60.00
" " "	Chicago } St. Louis }	175.00	136.00	65.00
" " "	<b>New York</b>	185.00	140.00	80.00
" " "	Liverpool } London }	210.00	160.00	110.00
" " "	Antwerp } Via London }	220.00	172.00	123.00
<b>Yokohama, Kobe</b>	Portland } Vancouver } Tacoma } Victoria }	135.00	95.00	28.00
" "	St. Paul	170.00	130.00	60.00
" "	Chicago } St. Louis }	175.00	136.00	65.00
" "	<b>New York</b>	185.00	140.00	80.00
" "	Liverpool } London }	210.00	160.00	110.00
" "	Antwerp } Via London }	220.00	172.00	123.00

15% reduction will be allowed to persons in diplomatic service and missionaries, on single fare only; but this reduction does not apply to return tickets.

20% reduction on usual fares will be allowed to Japanese Naval and Military officials.

## **Children's Fare:—**

Under 12 years and over 5 years, one-half of above rates.

Under 5 years, and over 2 years, one-quarter of above rates.

Under 2 years, free.

**Return Tickets** will be issued on the following reduction:—

Four months, 50% less on return fare (i.e. 25% less on round fare).

Twelve months, 25% less on return fare (i.e. 12½% less on round fare).

**YOKOHAMA**

10

# ADELAIDE.

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# YOKOHAMA-BOMBAY LINE.

YOKOHAMA.									
Kobe.	Y.	S.							
	10 00		1st Class.						
	18 00		1st & Return.						
	6 00		2nd Class.						
	11 00		2nd & Return.						
2 50		Steerage.							
HONGKONG.	Y.	S.							
	45 00	50 00	1st Class.						
	68 00	75 00	1st & Return.						
	30 00	35 00	2nd Class.						
	45 00	53 00	2nd & Return.						
15 00	17 00	Steerage.							
SINGAPORE.	Y.	S.							
	55 00	95 00	100 00	1st Class.					
	83 00	143 00	150 00	1st & Return.					
	40 00	70 00	75 00	2nd Class.					
	60 00	105 00	113 00	2nd & Return.					
15 00	30 00	30 00	Steerage.						
PENANG.	Y.	S.							
	20 00	70 00	110 00	115 00	1st Class.				
	30 00	105 00	165 00	173 00	1st & Return.				
	15 00	50 00	75 00	80 00	2nd Class.				
	23 00	75 00	113 00	120 00	2nd & Return.				
5 00	20 00	35 00	35 00	Steerage.					
TUTICORIN: COLOMBO.	Y.	S.							
	35 00	55 00	105 00	150 00	155 00	1st Class.			
	53 00	83 00	158 00	225 00	233 00	1st & Return.			
	25 00	40 00	75 00	105 00	110 00	2nd Class.			
	38 00	60 00	113 00	158 00	165 00	2nd & Return.			
10 00	15 00	30 00	45 00	45 00	Steerage.				
BOMBAY.	Y.	S.							
	25 00	55 00	70 00	120 00	165 00	170 00	1st Class.		
	38 00	83 00	105 00	180 00	248 00	255 00	1st & Return.		
	18 00	40 00	50 00	90 00	120 00	125 00	2nd Class.		
	27 00	60 00	75 00	135 00	180 00	188 00	2nd & Return.		
7 00	15 00	20 00	35 00	50 00	50 00	Steerage.			

**NAGASAKI.**

Y.	S.	
20	00	1st Class.
30	00	1st & Return.
12	50	2nd Class.
19	00	2nd & Return.
5	00	Steerage.

**SHIMONOSEKI.**

Y.	S.			
8	00	25	00	1st Class.
12	00	38	00	1st & Return.
5	00	16	00	2nd Class.
7	50	24	00	2nd & Return.
2	00	6	50	Steerage.

**KOBE.**

Y.	S.					
10	00	16	00	35	00	1st Class.
15	00	25	00	50	00	1st & Return.
6	00	10	00	22	00	2nd Class.
9	00	15	00	33	00	2nd & Return.
2	00	4	00	8	50	Steerage.

**YOKOHAMA**

Y.	S.							
10	00	20	00	26	00	45	00	1st Class.
18	00	33	00	43	00	68	00	1st & Return.
6	00	12	00	16	00	28	00	2nd Class.
11	50	20	00	26	00	44	00	2nd & Return.
2	50	4	50	6	50	11	00	Steerage.



**HONGKONG-VLADIVOSTOCK.**  
(OUTWARD.)

				HONGKONG.			
		Y. S.		SHANGHAI.		Y. S.	Y. S.
1st Class.		83 00				25 00	1st Class.
1st & Return.		138 00				....	1st & Return.
2nd Class.		50 00				18 00	2nd Class.
2nd & Return.		92 00				....	2nd & Return.
Steerage.		21 00				10 00	Steerage.
VLADIVOSTOCK.							
		Y. S.		CHEFOO.		Y. S.	Y. S.
1st Class.		69 00				17 50	1st Class.
1st & Return.		116 00				....	1st & Return.
2nd Class.		41 00				11 00	2nd Class.
2nd & Return.		78 00				....	2nd & Return.
Steerage.		19 00				5 00	Steerage.
GENSAN.							
		Y. S.		JINSEN.		Y. S.	Y. S.
1st Class.		57 00				12 00	1st Class.
1st & Return.		93 00				21 50	1st & Return.
2nd Class.		33 00				8 00	2nd Class.
2nd & Return.		62 00				14 50	2nd & Return.
Steerage.		15 00				3 50	Steerage.
FUSAN.							
		Y. S.		NAGASAKI.		Y. S.	Y. S.
1st Class.		45 00				24 00	1st Class.
1st & Return.		93 00				43 00	1st & Return.
2nd Class.		25 00				16 00	2nd Class.
2nd & Return.		62 00				29 00	2nd & Return.
Steerage.		12 00				7 00	Steerage.
NAGASAKI.							
		Y. S.		FUSAN.		Y. S.	Y. S.
1st Class.		12 00				24 00	1st Class.
1st & Return.		22 00				43 00	1st & Return.
2nd Class.		8 00				16 00	2nd Class.
2nd & Return.		14 50				29 00	2nd & Return.
Steerage.		3 50				7 00	Steerage.
GENSAN.							
		Y. S.		VLADIVOSTOCK.		Y. S.	Y. S.
1st Class.		14 00				28 00	1st Class.
1st & Return.		25 00				50 00	1st & Return.
2nd Class.		9 00				18 00	2nd Class.
2nd & Return.		16 00				32 00	2nd & Return.
Steerage.		4 00				8 00	Steerage.

# KOBE-VLADIVOSTOCK LINE.

(HOMEWARD.)

Vladivostock to Kobe.

Kobe.

	Y. S.	Y. S.	Y. S.	Y. S.	
1st Class.	47 00	40 00	28 00	14 00	Vladivostock.
1st & Return.	93 00	80 00	50 00	25 00	
2nd Class.	29 50	26 00	18 00	9 00	
2nd & Return.	60 00	52 50	32 00	16 00	
Steerage.	12 50	11 00	8 00	4 00	

	Y. S.	
1st Class.	10 00	Shimonoseki.
1st & Return.	15 00	
2nd Class.	6 00	
2nd & Return.	9 00	
Steerage.	2 00	

	Y. S.	Y. S.	Y. S.	
1st Class.	33 00	26 00	14 00	Gensan.
1st & Return.	68 00	55 00	25 00	
2nd Class.	20 50	17 00	9 00	
2nd & Return.	44 00	36 50	16 00	
Steerage.	8 50	7 00	4 00	

	Y. S.	
1st Class.	8 00	Nagasaki.
1st & Return.	12 00	
2nd Class.	5 00	
2nd & Return.	7 50	
Steerage.	2 00	

	Y. S.	Y. S.	
1st Class.	19 00	12 00	Fusan.
1st & Return.	47 00	32 00	
2nd Class.	11 50	8 00	
2nd & Return.	29 50	21 00	
Steerage.	4 50	3 00	

	Y. S.	Y. S.	Y. S.	
1st Class.	12 00	20 00	28 00	Fusan.
1st & Return.	22 00	32 00	47 00	
2nd Class.	8 00	13 00	18 00	
2nd & Return.	14 50	21 00	29 50	
Steerage.	3 50	5 50	7 50	

	Y. S.	
1st Class.	10 00	Shimonoseki.
1st & Return.	15 00	
2nd Class.	6 00	
2nd & Return.	9 00	
Steerage.	2 00	

	Y. S.	Y. S.	Y. S.	Y. S.	
1st Class.	14 00	24 00	32 00	40 00	Gensan.
1st & Return.	25 00	43 00	55 00	68 00	
2nd Class.	9 00	16 00	21 00	26 00	
2nd & Return.	16 00	29 00	36 50	44 00	
Steerage.	4 00	7 00	9 00	11 00	

Kobe.

	Y. S.	Y. S.	Y. S.	Y. S.	Y. S.	
1st Class.	14 00	23 00	38 00	46 00	54 00	Vladivostock.
1st & Return.	25 00	50 00	68 00	80 00	93 00	
2nd Class.	9 00	18 00	25 00	30 00	35 00	
2nd & Return.	16 00	32 00	45 00	52 50	60 00	
Steerage.	4 00	8 00	9 00	11 00	13 00	

Kobe to Vladivostock.

(OUTWARD.)



**КОВЕ.**

Y.	S.	
10	00	1st Class.
18	00	1st & Return.
6	00	2nd Class.
11	00	2nd & Return.
2	50	Steerage.

**SHIMONOSKI.**

Y.	s.		
10 00	20 00	1st Class.	
15 00	33 00	1st & Return.	
6 00	12 00	2nd Class.	
9 00	20 00	2nd & Return.	
2 00	4 50	Steorage.	

**NAGABAKI.**

Y.	s.			
8	00	16	00	26 00 1st Class.
12	00	25	00	43 00 1st & Return.
5	00	10	00	16 00 2nd Class.
7	50	15	00	26 00 2nd & Return.
2	00	4	00	6 50 Steorage.

## FOODHOW.

Y.	S.				
24	00	27	00	37	00
36	00	41	00	56	00
16	00	18	00	24	00
24	00	27	00	36	00
8	00	9	00	11	00

47	00	1st Class.
71	00	1st & Return.
80	00	2nd Class.
45	00	2nd & Return.
13	00	Steerage.

**АМОУ.**

Y.	S.					
2000	3600	4200	5000	6000	1st Class.	
3000	5400	6300	7500	9000	1st & Return.	
1400	2400	2800	3400	4000	2nd Class.	
2100	3600	4200	5100	6000	2nd & Return.	
400	1200	1300	1500	1700	Steerage.	

**MANILA.**

Y.	S.						
3000	4500	6400	7000	8000	9000	1st Class.	
4500	6800	9600	10500	12000	13500	1st & Return.	
1700	3000	4100	4500	5100	5700	2nd Class.	
2600	4500	6200	6800	7700	8600	2nd & Return.	
800	1200	2000	2100	2300	2500	Steorage.	

# KOBE-GENSAN LINE.

(THIS TABLE ON THE RIGHT GIVES THE RATES FOR PASSAGE  
ON STEAMERS NOT TOUCHING NAGASAKI.)

	Y. S.	Y. S.	Y. S.	Y. S.	
1st Class.	28 00	19 50	12 00	7 00	KOBÉ.
2nd Class.	22 00	15 00	8 00	4 00	
Steerage.	11 00	7 50	4 00	2 00	

	Y. S.	Y. S.	Y. S.	Y. S.	
1st Class.	21 00	13 00	6 00		SHIMONO- SEKI.
2nd Class.	18 00	11 00	4 00		
Steerage.	9 00	5 50	2 00		

	Y. S.	Y. S.	Y. S.	
1st Class.	18 00	10 00		NAGASAKI.
2nd Class.	14 00	7 00		
Steerage.	7 00	3 50		

	Y. S.	Y. S.	Y. S.	
1st Class.	12 00			FUSAN.
2nd Class.	8 00			
Steerage.	4 00			

GENSAN.

	Y. S.	Y. S.	Y. S.	
1st Class.	7 00			KOBÉ.
2nd Class.	4 00			
Steerage.	2 00			

	Y. S.	Y. S.	Y. S.	
1st Class.	6 75	9 00		FUSAN.
2nd Class.	4 50	6 75		
Steerage.	3 00	4 50		

	Y. S.	Y. S.	Y. S.	
1st Class.	12 00	18 00	20 50	GENSAN.
2nd Class.	8 00	12 00	14 50	
Steerage.	4 00	6 50	8 50	

## YOKOHAMA, KOBE-LOOCHOO LINE.

	Y. S.	Y. S.	Y. S.	
1st Class.	29 00	24 00	19 00	YOKOHAMA.
2nd Class.	.....	.....	.....	
Steerage.	9 50	7 50	5 80	

	Y. S.	Y. S.	Y. S.	
1st Class.	22 00	17 00	12 00	KOBÉ.
2nd Class.	16 00	12 00	8 00	
Steerage.	8 00	6 00	4 00	

	Y. S.	Y. S.	Y. S.	
1st Class.	12 00	7 50		KAGOSHIMA
2nd Class.	8 00	5 00		
Steerage.	4 00	2 50		

	Y. S.	Y. S.	Y. S.	
1st Class.	6 00			OSHIMA.
2nd Class.	4 00			
Steerage.	2 00			

# KOBE-OTARU LINE.

(VIA EAST COAST).

(FARES GIVEN ON THE LEFT INCLUDE  
EUROPEAN FOOD).

	Y. S.	Y. S.	Y. S.	Y. S.
1st Class.	30 00	22 00	16 00	10 00
1st & Return.	54 00	40 00	29 00	18 00

KOBE.

KOBE.

Y. S.	
7 50	1st Class.
13 50	1st & Return.
5 00	2nd Class.
9 00	2nd & Return.
2 50	Steerage.

1st Class.	20 00	12 00	6 00
1st & Return.	36 00	22 00	11 00

YOKOHAMA.

Y. S.	
4 50	1st Class.
8 00	1st & Return.
3 00	2nd Class.
5 50	2nd & Return.
1 50	Steerage.

1st Class.	14 00	6 00
1st & Return.	25 00	11 00

OGINOHAMA.

HAKODATE.

Y. S.	
4 50	1st Class.
8 00	1st & Return.
3 00	2nd Class.
5 50	2nd & Return.
1 50	Steerage.

1st Class.	8 00	
1st & Return.	14 00	

HAKODATE.

OTARU.

Y. S.	
6 00	1st Class.
11 00	1st & Return.
4 00	2nd Class.
7 00	2nd & Return.
2 00	Steerage.

OTARU.

## OGINOHAMA-SHIOGAMA LINE.

Yen.	Sen.	
	50	1st. Class.
	25	Steerage.

## YOKOHAMA-YOKKAICHI & HANDA LINES.

YOKOHAMA TO  
YOKKAICHI AND HANDA.

YEN	SEN	
4	50	1st Class.
8	00	1st & Return.
3	00	2nd Class.
5	50	2nd & Return.
1	50	Steerage.

# KOBE-OTARU LINE.

(VIA WEST COAST).

					NIIGATA.	
					SADO.	
					SAKATA.	
					TOBISHIMA.	
					KAMO.	
					Y.	S.
					2	50
					1	00
					HONJIO.	
					Y.	S.
					1	50
					50	3
						50
					FUNAKAWA.	
					Y.	S.
					1	50
					2	50
					50	5
						00
					TSUCHIZAKI.	
					Y.	S.
					1	50
					50	1
						00
					NOSHIRO.	
					Y.	S.
					2	50
					3	50
					3	50
					6	00
					1	00
					1	50
					1	50
					2	50
					HAKODATE.	
					Y.	S.
					5	00
					5	00
					6	00
					6	00
					8	50
					2	00
					2	00
					2	50
					3	50
					YESASHI.	
					Y.	S.
					3	00
					6	00
					6	00
					7	50
					7	50
					10	00
					1	00
					2	50
					2	50
					3	00
					7	50
					8	50
					11	00
					OTARU.	
					Y.	S.
					4	50
					1	50
					6	00
					7	50
					7	50
					8	50
					8	50
					11	00
					4	50
					2	00
					3	00
					3	00
					3	50
					3	50
					4	50

## KOBE.

ONOMICHI.		Y.	S.										
		3 00	1 00										
SHIMONOSEKI.		Y.	S.										
		4 50	7 00										
		1 50	2 00										
SAKAI.		Y.	S.										
		5 00	9 50										
		2 00	3 50										
MIKUNI. TSURUGA.		Y.	S.										
		5 00	10 00										
		2 00	4 00										
KANAIWA.		Y.	S.										
		2 50	7 50										
		1 00	3 00										
FUSHIKI.		Y.	S.										
		3 50	5 00										
		1 50	2 00										
NAO- ETSU.		Y.	S.	Y.	S.								
		2 50	5 00	6 00	10 00	16 00	20 50	20 00					
		1 00	2 00	2 50	4 00	6 50	8 00	8 00					
		Y.	S.	Y.	S.								
		2 50	3 50	6 00	7 50	11 00	16 00	20 50	21 00				
		1 00	1 50	2 50	3 00	4 50	6 50	8 00	8 50				
		5 00	6 00	7 50	8 50	12 50	17 50	22 00	22 50				
		2 00	2 50	3 00	3 50	5 00	7 00	8 50	9 00				
		6 00	7 50	8 50	10 00	13 50	18 50	23 00	23 50				
		2 50	3 00	3 50	4 00	5 50	7 50	9 00	9 50				
		6 00	7 50	8 50	10 00	13 50	18 50	23 00	23 50				
		2 50	3 00	3 50	4 00	5 50	7 50	9 00	9 50				
		7 50	8 50	10 00	11 00	15 00	20 00	24 50	25 00				
		3 00	3 50	4 00	4 50	6 00	8 00	9 50	10 00				
		10 00	11 00	12 50	13 50	17 50	22 50	27 00	27 50				
		4 00	4 50	5 00	5 50	7 00	9 00	10 50	11 00				
		11 00	12 50	13 50	15 00	18 50	23 50	28 00	28 50				
		4 50	5 00	5 50	6 00	7 50	9 50	11 00	11 50				
		12 50	13 50	15 00	16 00	20 00	25 00	29 50	30 00				
		5 00	5 50	6 00	6 50	8 00	10 00	11 50	12 00				



# YOKOHAMA-OGASAWARA LINE.

		YOKOHAMA.							
		Y.	S.			Y.	S.		
				MIYAKEJIMA.		6 00		Cabin.	
						2 50		Steerage.	
		Y.	S.			Y.	S.		
				HACHIJIJIMA.		5 00	10 00	Cabin.	
						2 00	4 00	Steerage.	
		Y.	S.			Y.	S.		
				TORIJIMA.		10 00	13 00	Cabin.	
						4 00	5 50	Steerage.	
		Y.	S.			Y.	S.		
				OGASAWARA		10 00	13 00	Cabin.	
				CHICHIJIMA.		4 00	5 50	Steerage.	
		Y.	S.			Y.	S.		
				OGASAWARA		1 70	11 00	Cabin.	
				HAAJIMA.		... 70	4 50	Steerage.	
		Y.	S.			Y.	S.		
				IWOJIMA.		7 00	7 50	Cabin.	
						2 80	3 00	Steerage.	

## AOMORI-MURORAN LINE.

	Y.	S.	Y.	S.	MURO- RAN.
Cabin.	6 25	3 75			
Steerage.	2 50	1 50			

	Y.	S.	HAKODATE.
Cabin.	2 50		
Steerage.	1 00		

AOMORI.

## HAKODATE-NEMURO LINE.

	Y.	S.	Y.	S.	Y.	S.	Y.	S.	HAKO- DATE.
Cabin.	8 75	7 50	6 25	5 00					
Steerage.	3 50	3 00	2 50	2 00					

	Y.	S.	Y.	S.	KUSHIRO.
Cabin.	5 00	3 75	2 50		
Steerage.	2 00	1 50	1 00		

	Y.	S.	Y.	S.	AKKESHI.
Cabin.	3 75	2 50			
Steerage.	1 50	1 00			

	Y.	S.	HAMANAKA.
Cabin.	2 50		
Steerage.	1 00		

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HANASAKI.

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It is also the only line that affords railway conveyance to travellers who desire to visit Futami-ga-ura (at a distance of 1 ri from Yamada) a seaside resort famous for its sea views.

By the KANSEI RAILWAY, within 3 hours of leaving Kusatsu, where this line connects with the Tokaido Railway, travellers can reach the city of Tsu which is situated on the calm and beautiful water of Ise Bay. Without changing cars at this city, they can proceed to Yamada over the Sangu Railway, a journey which may be completed in one hour.

The KANSEI RAILWAY also serves as an alternative route to the Tokaido Line between Kusatsu and Nagoya. For travellers coming from the west, who wish for a change from recurring mountain scenery of the Tokaido Railway, this route affords a very pleasant change by a journey through a country of balmy air along the Bay of Ise.



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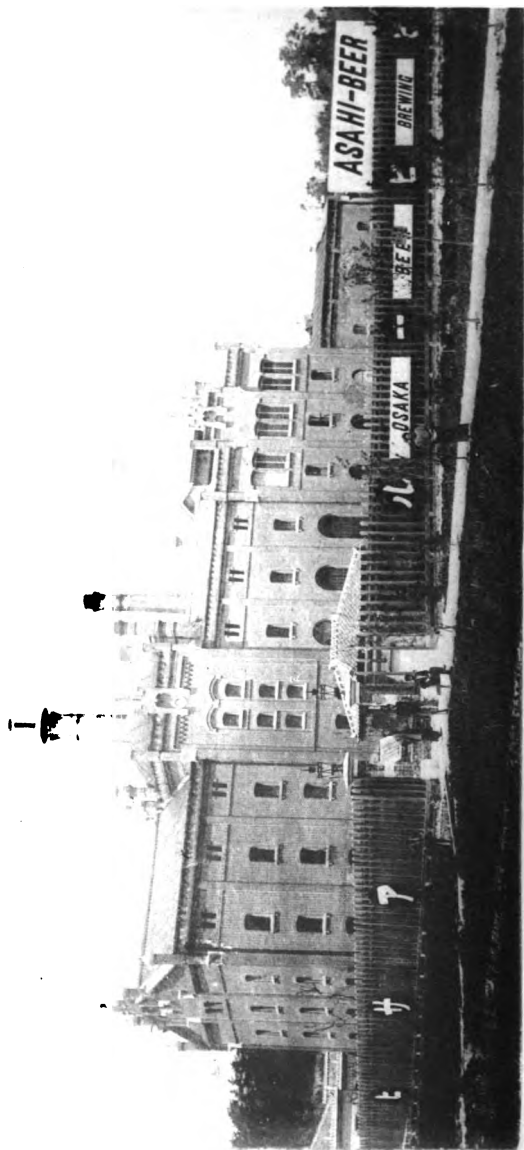
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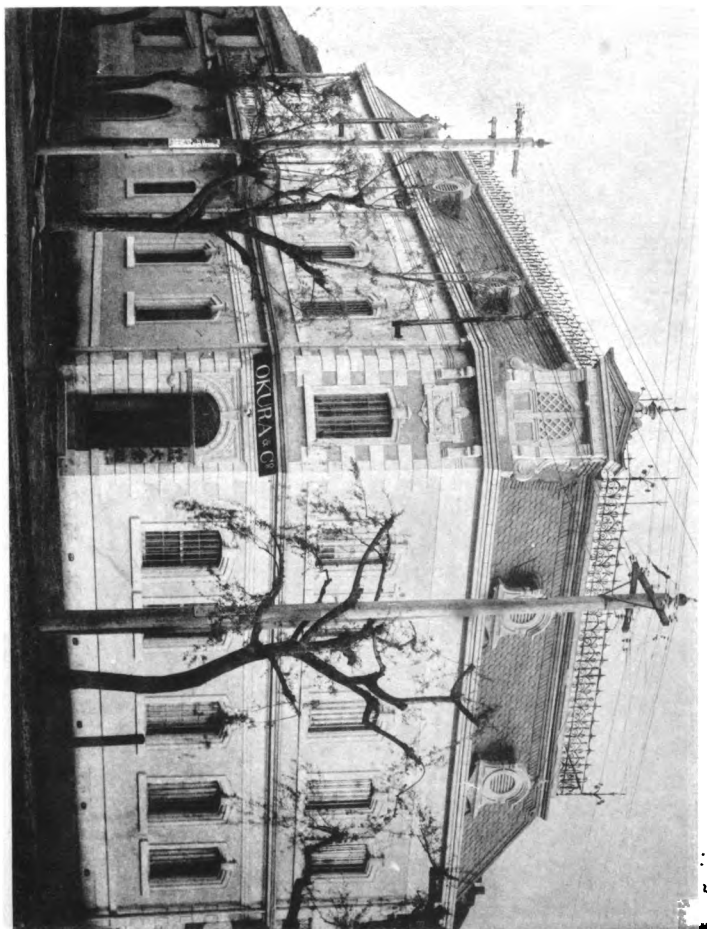
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Travellers desiring to go by rail to Suma, Maiko, and Akashi, the fashionable seaside resorts famous for the magnificent views obtained over the sea, will necessarily avail themselves of this line.

Okayama is one of the most prosperous cities situated on this line. The pride of the city is the Korakuyen, one of the three famous Japanese Parks, where both the beauty of nature and skill in the art of landscape gardening are charmingly displayed.

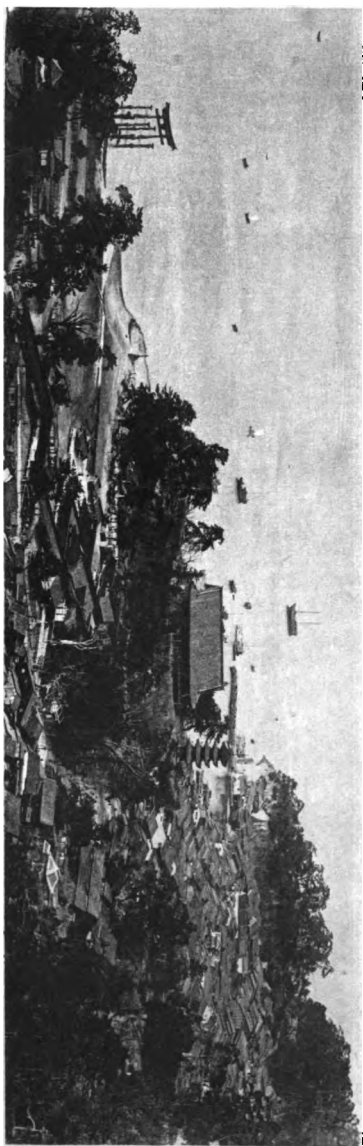
Hiroshima, the present western terminus of the railway, is a large and populous city where the Military Head Quarters were located during the Chino-Japanese War.

The Temple of Itsukushima stands not far from Hiroshima in an island of the same name, noted for its beautiful scenery which well deserves the reputation it enjoys as one of the three celebrated landscapes of Japan.

The length of the line at present is 190 miles.

80 miles of line between Hiroshima and Mitajiri, now in course of construction, will be completed in 1897.

The work for further extension of 50 miles to Shimono-seki is to be commenced at the completion of the Hiroshima-Mitajiri Section.



Itoeushima Island.

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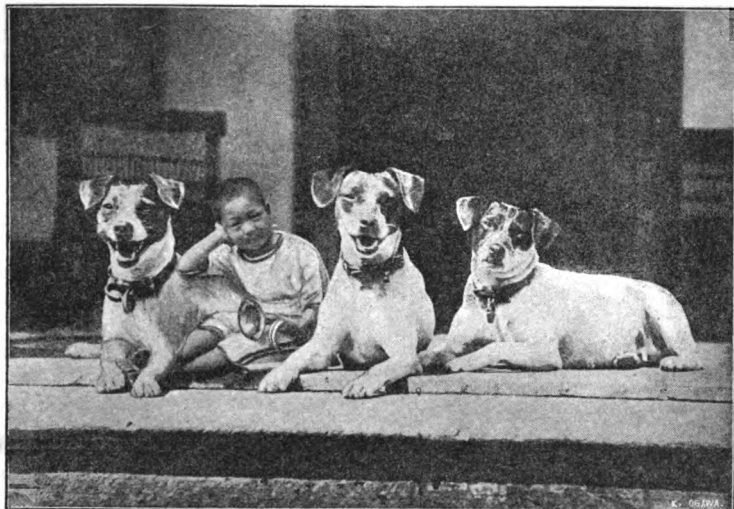
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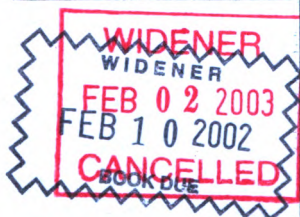




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